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BALTIMORE, AUGUST 27, 1908.

Texas will do her share in a strenuous
effort to keep the railroads busy from now
on.—*Dallas News*.

But Texas will soon need many hun-
dred miles of new roads and many thou-
sands of new cars, for in Texas popula-
tion steadily increases, and the volume
of traffic necessarily increases. And
what a mighty increase of immigration,
of wealth and of railroads will there be
when, with the politicians turned from
destructive to constructive policies, as
may some day happen, Texas is really
turned loose for material advancement.
Great as has been its progress, all that
it has accomplished will then seem like
child's play.

WOBBLING IN IMMIGRATION.

The roll of the thunder has been
heard, and that wonderful division of
information of the Immigration Bureau
at Washington, which, it is alleged, is
becoming a mighty factor in harmoniz-
ing demand and supply for labor, seems
to be acting accordingly. It was discov-
ered that the South would not willingly
co-operate in relieving certain Eastern
cities of their congestion of undesirable
population, and now inspiration from
Washington says that the division is
working hard to send to the South farm-
ers from the northern part of the United
States, Scandinavians and other hardy
peoples from Northern Europe. The
inspiration says that for a time much
was heard of diverting Italian and
other Southern European immigration
to the South. The much that was heard
came principally from the same source
as that from which is now heard the
talk of sending thrifty farmers from

the north of this country and the north
of Europe. That is heard because there
was a decided protest in the South
against the plan to divert certain classes
of Southern Europeans to the South.
Neither plan ought to receive the en-
dorsement of the South. The Govern-
ment has no business to be concerned in
manipulating foreign elements after
they have landed in this country, no
matter what the exigencies of politics
may be. Once given substantial recog-
nition, and this plan of governmental
interference in a matter which relates
essentially to individual States or indi-
vidual communities may develop into
an absolute menace to the country.

It is hoped, by the way, that the next
annual report of the Federal Commis-
sioner of Immigration will contain defi-
nite facts bearing upon general state-
ments as to the large number of desir-
able workers which have been distrib-
uted under the auspices of the division
of information, the places of their
origin and the places of their present
abode.

THE SUBSIDY AND THE COTTON MILL.

If five or six years ago Congress had voted
a ship subsidy, thereby developing our mer-
chant marine and opening the foreign mar-
kets to the Southern cotton mills, the pres-
ent existence of silent plants here and there
would have been unknown. The depression
in the cotton-goods trade is due to a simple
cause—no market for the goods. With a
developed merchant marine linking the vast
foreign markets to the Southern mills, every
factory in the South would be running night
and day. The promise is that the Panama
canal will be completed within five years.
This country should have the ships to take
advantage of this new outlet channel by the
time it is opened to the commerce of the
world. It is the duty of Congress to provide
the means for securing these ships. They
can be secured only by Congressional aid—
by a ship subsidy, to be plain. Unless this
aid is given, this canal, built at an expense
to this country of millions of dollars, will
have been built for the advantage of foreign
ships almost exclusively. In view of the im-
portance to the South of the development of
the American merchant marine—in view of
its direct importance to the cotton mills—it
is strange that Southern Congressmen will
permit themselves to stand in fear and
trembling of the word "subsidy." Perhaps
when they understand that their political
jobs will not be imperilled, a change will
come over the nature of their dreams.—
Charlotte (N. C.) Chronicle.

Why is it strange that Southern Con-
gressmen stand in fear and trembling
of "subsidy" when they stand in fear
of nine-tenths of the things which
would make for Southern prosperity?
The Isthmian canal might have been in
operation to the great profit of the
South years ago but for Southern Con-
gressmen. Southern Congressmen and
Southern papers are the most ardent
advocates of "free raw materials,"
which would spell ruin to the South
for the enrichment of other sections.
So why should the *Chronicle* be sur-
prised at anything being done that is
against the best interests of the South?

The next convention of the Lakes-to-
the-Gulf Deep Waterway Association
will be held in Chicago on October 7, 8

and 9, and from all accounts it will be
the largest and most representative
gathering of this body that has yet been
held, even surpassing, it is anticipated,
the Memphis convention of last year,
which was addressed by President
Roosevelt. Already 35 States have ap-
pointed delegations to attend, and, in
addition to these, delegates will be sent
this year by many of the various trade
associations and commercial bodies.
The sessions of the convention will be
held in the Auditorium, which has a
seating capacity of 5000, and this will
be none too large, as it is claimed that
from indications at least 3000 delegates
will be in attendance.

GETTING READY FOR BUSINESS.

The editorial in last week's issue of the
MANUFACTURERS' RECORD entitled "The
Meaning to Manufacturers and Others
of Our Agricultural Prosperity" was
printed in circular-letter form and sent
to many of the leading manufacturers
of the country in order to emphasize
the importance of getting ready for the
business activity of the future. Indica-
tive of the interest which it has aroused
are many letters asking for additional
copies. A large manufacturing concern
[in Pennsylvania writes:

If you could spare us about a dozen copies
of this letter it would be very much ap-
preciated. We have already sent out the one
which you have sent us, and we believe that
a dozen copies of this letter will assist us in
closing several deals which are being held
off for no other reason than lack of confi-
dence.

We are glad to see evidences in many
directions that confidence is growing,
and we trust that the copies of the let-
ter, which have been supplied, will help
to awaken greater confidence and result
in the closing of the contracts now
hanging fire.

Hon. Stevenson A. Williams of Belair,
Md., says:

The facts you set forth are amazing even
to those who are prepared for great things
by the experience of the last 10 years. * * *
Wonderful as these exhibits seem, I cannot
help being impressed with the belief that the
next 10 or 15 years have in store for us even
greater things. I would like to see everyone
preparing for them.

Charles H. Brown Paint Co. of Brook-
lyn writes:

Kindly send us 15 copies of your circular-
letter of August 19, entitled "Meaning to
Manufacturers and Others of Our Agricul-
tural Prosperity." Your figures are extremely
impressive.

E. W. Bliss & Co. of Brooklyn, write:
Kindly forward five or six copies of your
letter of the 19th.

Mr. Stephen D. Parish of Richmond
writes:

The printed circular sent out addressed to
the business men of the country I received
today. I think it is opportune and worth as
wide circulation as can be given it. Hence
I have taken the liberty of sending my copy
to a friend, an editor in the State of Maine.

The Northern Electrical Manufacturing
Co. of Madison, referring to the sug-
gestion in the circular-letter of scrap-
heap any out-of-date machinery,
says:

We are glad to advise that the Northern

shops are equipped throughout with new ap-
pliances. We have nothing to scrap but the
remaining evidences of the recent dull
period. We are in readiness for increased
demands, the growth of which is already ap-
parent.

The Morgan Construction Co. of
Worcester, referring to the fact that it
is struck with the statements in the
circular, has asked if it can purchase
this letter in lots of from 100 to 1000
in order to widen its circulation.

These brief extracts indicate the in-
terest which is being awakened through-
out the country in a more active push-
ing of business interests.

WIND-STRAWS IN "SOUTHERN UPLIFTING."

In perfectly logical sequence, Ray
Stannard Baker has included in his
study of the "negro problem" a sketch
of the Ogden Movement for the Educa-
tion of the South, written from the
strictly Ogdenite standpoint. The pub-
lication of his article, which, curiously
enough, does not mention the General
Education Board, the real financial
power and the motor brain of the Move-
ment, suggests that he has missed the
main point and has not had opportunity
to review the latest quiet developments
in the Movement.

One of them turned upon the election
of a president of the University of South
Carolina, which had been receiving some
slight financial aid from the General
Education Board. A vacancy in the
office having been created through the
operation of the Carnegie Pension
Fund, the office was offered to the presi-
dent of Wofford College, South Caro-
lina. That institution had already ex-
perienced the benevolence of the Gen-
eral Education Board and of Andrew
Carnegie. It was the institution upon
which turned the suggestion made in
1906 by the present head of the General
Education Board:

As a rule, colleges are best placed in
cities or in large towns, the centers of
wealth and population, best placed for wise
management, for financial support, for stu-
dent attendance, for influence and for power.
We must seize the centers. It is they, as I
have just remarked, that will ultimately
form the pivots of our system. Wofford
College, now before us, is ideally placed at
Spartanburg.

Wofford's president declined the offer
of the State University, and its trustees
then elected to the presidency a distin-
guished Ogdenite, Dr. S. C. Mitchell of
Richmond College, which is now strug-
gling to meet the requirements of the
General Education Board's proxy benev-
olence. He has accepted, and may have
opportunity to work out his trust, ex-
pressed in 1904 before a mixture of
blacks and whites at Hampton Institute,
that "the South is rising out of Saxon-
ism into humanity." The election, too,
ought to bring a handsome endowment
from the Ogden Movement direct or
from some of the eleemosynarists train-
ing with it. It would not do to let the
University of Virginia be exceptional in
that respect.

A pathetic frame of mind is revealed
in a plea that the Carnegie Pension

Fund be placed upon such a basis that denominational colleges may get a whack at it without paralyzing their moral nerve. The plea comes straight from the center of a campaign for denominational funds to meet a contract with the General Education Board, and seems hardly to comprehend that, unchecked, the provision of the Carnegie Pension Fund against denominational colleges can be only more directly and immediately effective in suppressing them as denominational influences than acceptance by denominational colleges of contracts with the General Education Board. Recall the plan of the General Education Board for building up its "system" of education for the country, its recognition of the sects as "the mightiest agencies possible, ready made to our hand," and its intent to "use them while we have them."

"We must seize the centers." The sects "are the mightiest agencies possible, ready made to our hand. Let us use them while we have them." Such things accomplished, what will the "institutions of learning" be? In a recent address President Woodrow Wilson of Princeton said:

A democratic country more than any other needs for its enrichment, for its growth, for that variation which is life, men by the score, the hundred, the thousand, who have indomitable intellectual moral initiative. It needs more than that; it needs men by the hundred thousand who will not submit to be put in the wrong, who will not sell their consciences, who will not run with the crowd out of craven fear and in despite of their convictions. And where shall we get such men if not from the colleges?

"We must seize the centers." That accomplished, where will the country look for "indomitable, intellectual, moral initiative?" For answer, recall comments made in 1907, when the funds of the General Education Board were swelled to \$43,000,000, by *The Outlook* of New York, close to the Ogden Movement from the start, that "with this financial power in its control, the General Education Board is in position to do what no other body in this country can, at present, even attempt," that "it seems as if it might be able really to determine the character of American education," and that "the funds it holds represent only a fraction of the amounts which it will really control." Then there was the New York *Journal of Commerce*, not usually concerned about "educational" affairs, finding that "as a mechanism for controlling academic opinion, there has perhaps never been anything in the history of education that would compare with the board system of subsidizing learning," and that "there is ground for thinking that the enormous benefactions of the past few years, whether as pensions, endowments or annual gifts to colleges, may not put our academic thinkers into a moral straitjacket at the same time that they are freed from the cramping influences of limited means."

Granting the best intent, the loftiest motives to the great majority of institutions and individuals that have become captive to the propaganda financed through the General Education Board, but convinced that they and even the great majority of the members of the General Education Board have not a well-developed sense of proportion as to persons and things, and are radically mistaken in furthering the scheme to build up a system of education under such auspices, we cannot escape the conclusion that, the centers seized, the colleges and universities of the country will have ceased to be citidels of conscience; they will have become a burden almost too heavy to be borne.

BACK TO THE FARM.

In commenting editorially upon the influx of settlers in the agricultural areas of Texas the *Houston Post* quotes Immigration Commissioner Schmidt of the Rock Island-Frisco lines as stating, in his opinion, that Texas would see more immigration coming into her borders this year than ever before. The *Post* thinks this a remarkable statement in view of the depression that has existed over the country during the past nine months, and says reports from all sections of the State indicate that the panic has had but slight effect upon the settlement of agricultural areas. Land men everywhere report numerous inquiries, and the railroad immigration departments are finding it easy to interest people of the older States in the cheaper lands and better opportunities of the Southwest. Instead of being surprised the *Post* should see that this follows as a natural course of events. Last fall the MANUFACTURERS' RECORD said that the industrial depression would give the South the greatest opportunity in its history to attract farm settlers if the occasion should be properly utilized. Many men in times of depression find it necessary to seek new occupations, and in doing so they naturally turn toward those sections of the country where the greatest opportunities exist. As the South and Southwest have these in abundance to offer, many new settlers are being attracted to these sections of the country. Moreover, the prosperity of the agricultural interests of the country and the depression in manufactures naturally tends to draw population back to the farm.

MANHOOD-DESTROYING MONEY.

The New York *Sun* protests against Massachusetts' becoming a pensioner in her old age. It is concerned about the ravages of Carnegie in that State. It says:

In recent years some unkind things have been said of the Great and General Court of Massachusetts. Not long ago that body wrote itself down lower than its most bilious critic would dare to write it. This was the resolution passed without shame by these abject representatives of a State famous historically, rich and that used to be proud:

"Resolved, That the Board of Trustees of the Massachusetts Agricultural College are hereby authorized and directed to use their best efforts to secure and accept for the college the benefit of the retiring fund of the Carnegie Foundation for the advancement of teachers."

We are not aware that the Massachusetts Agricultural College is of any particular use to agriculture or Massachusetts. Still that State is amply able to pay the institution's bills and to provide old-age pensions for its professors. And here is where the inexhaustible vanity and money of Carnegie become a public menace and danger, blight public self-respect and turn a prosperous community into a begging letter writer. What's the use of paying even the paltriest mill of tax when Carnegie will provide? For the sake of library buildings town after town has submitted to the humiliation of mendicancy and saddled itself and posterity with debts to build another Carnegie monument.

Now a State, hat in hand, with bated breath and whispering humbleness, asks alms of the great promoter of mendicancy. "Massachusetts, God forgive her, she's a-kneelin'" before "the rest."

Amen, and Amen!

Massachusetts' begging in education is not the exception. The educational mind of the country, or at least what passes for the educational mind, is becoming thoroughly pauperized under the inspiration of such funds as that of the Carnegie Foundation for the Advancement of Teaching, popularly known as the Professorial Pension Fund, and the Fund of the General

Education Board, now amounting to \$43,000,000, both co-operating in the administration of manhood-destroying money.

God save the South and the whole country from becoming pitiful beggars in education, lost to every sense of decent self-respect, in scrambling for the doles from these two funds. Well may the New York *Sun* and all other enlightened newspapers bemoan the willingness of any State to sink to the level of a common street mendicant, for that is the plight to which "institutions of learning," in their scramble for dangled dollars upon which they have no claim, are being trained.

The *Sun* commends the old Massachusetts spirit of the Springfield *Republican* "lambasting mightily this degrading pursuit of eleemosynary dollars." The Springfield *Republican* is consistent in that. When in 1907 it was announced that the General Education Board had received from the main source of its funds an additional \$32,000,000, the Springfield *Republican* said:

There are those who still hold the idea that but for these great individual fortunes and their benefactions society would be worse off than it is in educational and philanthropic work. Such a theory is wholly untenable—that the people generally cannot be trusted properly to appreciate the importance of education and other effort for the elevation of the race and the amelioration of the general conditions of living or to contribute adequately to their support; it is only true that the people will be laggard in support of such efforts when a comparatively few towering fortunes exist, able and willing to be leaned upon for these needs. Then we may expect communities and institutions to develop a mendicant attitude and turn from self-help to help from beyond which flows down as if from some superior source that is to be held in worshipful consideration. How socially demoralizing this must be no one can fail to understand.

PREPARING FOR IMPROVEMENTS.

The railroads of the country are planning betterments and additions of track, equipment and terminals, and as soon as confidence is restored and capital is made to feel secure against unjust attacks there will be a volume of new work under way which, in comparison, will dwarf even the enormous magnitude of the year 1907.

Severe as have been the consequences of the financial convulsion of last fall, there are thousands of evidences to be found of latent forces in industry and commerce which are anxiously awaiting the proper opportunity for energetic and sustained activity. Great as was the general advancement of this country between 1897 and 1907, the advancement which it promises to attain in the next decade will be of far greater proportions. Population is increasing with great gains each year, and the demands for food, clothing and all supplies and materials are constantly and steadily swelling. Notwithstanding the present depression, these factors are causing increases even now in certain lines and are the firm foundations upon which our economic fabric confidently rests. If the people and their representatives are governed by discretion in their attitude toward public questions and in their dealings with them, there can be no doubt of the early and complete revival of all business and its start upon another long period of success.

ACTIVITY IN ROAD BUILDING.

The numerous reports being received by the MANUFACTURERS' RECORD indicate that the road-improvement work throughout the South is still increasing at a steady gait and there seems to be

no signs of any let-up in new undertakings. Contracts are being awarded, surveys being made and bonds are being voted for still more work. Among the many reports received since the first of August are several undertakings which are of more than usual interest. Alamance county, North Carolina, has voted \$200,000 for building approximately 100 miles of stone roads. Sullivan county, Tennessee, has received bids for grading and macadamizing 25 miles of roads under a \$100,000 bond issue. Surveys will soon begin for roads to be constructed in Morgan county, Alabama, under a \$200,000 bond issue. Scurry county, Texas, has voted \$70,000 for road improvements. Mecklenburg county, Virginia, has voted the issuance of \$60,000 bonds for macadamizing roads in vicinity of Chase City and will also have available \$30,000 additional from the State for this work. Escambia county, Florida, will vote in November on an issuance of \$200,000 road-improvement bonds. Charlotte county, Virginia, will vote on a bond issue of \$100,000. New Hanover county, North Carolina, will vote on a \$50,000 bond issue to continue its road-improvement work.

These few references represent an aggregate sum of over \$1,000,000, and while they are by no means the full total of the work undertaken this month, they reflect the determination of the Southern farmer to provide himself with good highways and their resultant advantages.

The New Orleans agent of the Austro-American Steamship Co. reports that the steamship Atlanta of his line, due at New Orleans about September 30, in addition to a general cargo will bring 2250 tons of stone for Government construction work at that city.

DOING BUSINESS.

As straws indicative of the fact that not all business concerns have suffered from industrial depression, the MANUFACTURERS' RECORD is advised by the Frederick J. Meyers Manufacturing Co. of Hamilton, Ohio, maker of ornamental wiring, bank wiring and elevator enclosures, that the year ending June 30, 1908, was the biggest year this company has ever had in its business history. It has run continuously, employing more people now than ever before, and the business for the seven months of 1908 foots up about 40 per cent. more than for the same period of 1907. And the Dayton Globe Iron Works Co. of Dayton, Ohio, also reports a bigger business now than a year ago. May similar reports soon come from thousands of other concerns!

BIG CEMENT CONTRACT.

The Atlas Portland Cement Co. of Pennsylvania has been awarded a contract to furnish 4,500,000 barrels of cement to the Panama canal, deliveries to run over about three years. It will take an average of 5000 barrels a day for every working day of the next three years to fill this order.

The Virginia League of Municipalities, which was in session last week at Portsmouth, selected Staunton for next year's convention and elected Messrs. J. Davis Reed, Portsmouth, president; C. B. Ashburner, Staunton; L. B. Davis, Roanoke, and C. C. Vaughan, Franklin, vice-presidents, and L. C. Brinson, secretary and treasurer, Portsmouth.

The fourth annual convention of the Texas Commercial Secretaries' Association will be held in Fort Worth on September 9, 10 and 11.

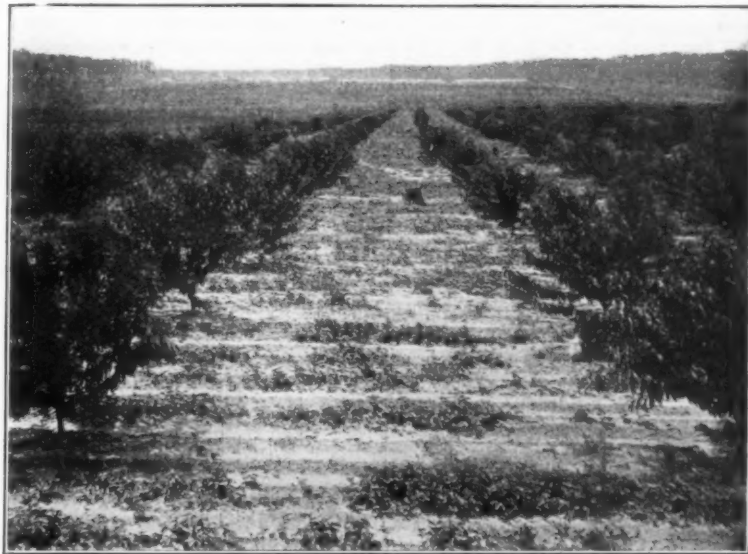
UTILIZING CUT-OVER PINE LANDS IN LOUISIANA.

[Special Correspondence Manufacturers' Record.]

Bonami, La., August 15.

Much has been said and written about the utilization of cut-over pine lands of the South. So far as discussion and theorizing go, the subject has been pretty well exhausted, with the usual result—the all-important problem is no nearer a satisfactory solution now than at the begin-

would not be in keeping with American "push" and enterprise. The light of a better day is dawning upon that portion of the long-leaf pine belt known as Southwest Louisiana. A new era of conditions will take place at no distant day in this section of the State that will transform the unsightly acreage of cut-over pine



BIRD'S-EYE VIEW OF FARM FROM CENTRAL PART LOOKING SOUTH ONE AND A QUARTER MILES. BONAMI IN THE BACKGROUND.

ning, which dates back at least 15 or 20 years. The question has been asked these many years, What will become of the country, the people, the railroads, the many pretty towns and villages which have sprung up in the timbered sections of the South, all of which were built by the lumber-manufacturing interests, after the last long-leaf pine has been felled, and that period is not now so far away? Will all of these once thriving little towns and villages be allowed to go to waste and ruin? Will all the people move out in

lands into beautiful as well as profitable fruit and truck farms. With this transformation will come a prosperous and happy people—a permanent backbone to the country. Prosperity will be perpetuated by the horticultural and agricultural interests as the natural resources of the soil are developed.

In substantiation of these facts, the writer refers all of those who are skeptically inclined to the Long-Bell experimental farm of Bonami and De Ridder, La. Through the influence of Mr. W. F. Ryder



TWO-YEAR-OLD PEACH TREES, STRAWBERRIES PLANTED BETWEEN THE ROWS.

search of other employment, leaving this once prosperous section to be inhabited only by an occasional bunch of sheep and a lot of "scrubby" stock, grazing among the fast-decaying treetops, which are still lying just as the timberman felled them? Of all unsightly and dilapidated views to be seen from a car window, one of the worst is a 10-mile stretch of cut-over pine land. Will such a picture of desolation greet the view of the coming generation? No. That question has now been answered in a very practical way. Such conditions

the Long-Bell Lumber Co. of Kansas City was a few years ago prevailed upon to establish an experimental farm in this section to demonstrate and solve in a practical way the possibilities of this soil and climate. In the year 1906 a tract of land consisting of 460 acres was cleared and made ready for the plow. This tract was said to be the poorest in the whole section. It is located between Bonami and De Ridder, on the west side of the Kansas City Southern Railroad, for a distance of about two and one-half miles. In making this

demonstration the Long-Bell Lumber Co. has taken time by the forelock, and does not propose to theorize any further as to the possibilities of the soil, but has opened up the enterprise in a businesslike way, which characterizes all of its methods. In the winter and spring of 1907 about one-half of the farm was set in fruit trees of the following varieties: Elberta peach, quite a number of all of the leading varieties of paper-shell pecans, Magnolia figs, Japan Wonder, Abundance and Gonzales plums, Keifer pears, Satsuma orange, Japan persimmons, 10 of the leading varieties of grapes, Japan walnuts. In round numbers, the company now has 20,000 fruit trees, all of which have done exceed-

could be planted in very heavy acreage, such as potatoes, cantaloupes, melons, peas, etc., all of which have given very satisfactory results, barring unfavorable weather conditions, etc.

As a general summary of the fruit proposition, I may say that on account of the large deposits of potassium of iron, which is found on nearly all of the surface soil in this section, the company has every assurance of a high color, as well as a superior flavor in peaches and plums. Then again, the peach will ripen at least from 10 to 14 days earlier in this section than in Northeast Texas, Georgia or Arkansas. This is the acknowledged home of the fig, as the native tree bears every evi-



TWO-YEAR-OLD FIG TREES, PEAS GROWING BETWEEN THE ROWS.

ingly well, and have made a splendid growth this year, and most of them will come into bearing next year.

As an illustration of the phenomenal growth made by these trees this year, the reader is referred to accompanying views showing their two-year growth. The progress that some of these trees has made does not appear reasonable, especially when we consider the fact that they have not received an ounce of fertilizer that was applied to the trees individually. The only fertilizer they have had a chance of getting was that which was applied to the

dence of that fact. They can be found growing here to very large size without any attention whatever. The paper shell pecan is by far the safest proposition of all. There is not a life insurance company in the United States that can offer a policy as safe, and at the same time assure the dividends that will come with the annual harvest of this crop. It is claimed by the best authority we have on pecans that the trees are good for 150 years. These trees are set in with the peach trees on the supposition that by the time the peach trees become unprofitable



TWO-YEAR-OLD KEIFER PEAR TREES, PEAS GROWING BETWEEN THE ROWS.

various truck crops growing among the trees. However, cowpeas has been one of the rotated crops, both last year and this. The present fertility of the soil is due largely to this fact. The truck crops have been necessarily confined to such crops as

the pecans will be just coming into profitable bearing.

Next in importance comes the little Satsuma orange, which is of Japanese origin, and when budded on "citrus trifoliata" stock will withstand cold without

the least injury to 18 degrees above zero with no protection. This is one of the sweetest and juiciest oranges we have, and is quoted on the market at a much better price than the California navel.

Strawberries, blackberries and other small fruit do equally as well here as in any other section of the South.

In conducting these experiments, both in fruit and truck, a strict account of all expense has been kept against each variety of fruit and truck crop, charging each with every item of expense, and crediting same with proceeds when crop is sold, which method is the only intelligent way that results could be determined.

One very conclusive fact has been gleaned from these experiments, and that is, that it takes from one to two years to get the wild nature out of the land and get it into that state of cultivation where good results can be obtained. There are no uplands anywhere in the South that will respond any better to cultivation and fertilization than will the cut-over pine lands of this section.

In the development of the Long-Bell experimental farm only such methods have been employed as would be used by men of limited means. This applies only to the cultivation of crops and care of fruit trees. In the beginning quite an experiment was conducted on the problem of getting rid of the stumps. The first year (1906) the company spent \$1814.73 pulling stumps; this, of course, includes the cost of stump-pullers, cables, etc. The average cost per stump up to 14 inches in diameter was from three to five cents per stump; from 14 up to 36 inches the cost was from 20 to 25 cents per stump. Stumps on about two-thirds of the farm have been allowed to remain, at least for a period of about three years from the time the timber was cut, after which time a large per cent. of them rot to such an extent that they can be very easily and cheaply gotten rid of by cutting and burning. The fruit trees appear to be doing about as well where the stumps were not pulled as they are where they were removed.

It is the aim of the company to put in a cannery next year of sufficient capacity to take care of a large portion of the fruit crop, or such a part of it as may not be advisable to ship.

The farm will reach its full development in about two more years, at which period the people can set aside all further theory and guesswork as to the "utility of cut-over pine land." Whatever benefits may follow, the results of making these experiments, the country, the railroad, the people, will be indebted to the Long-Bell Lumber Co., and especially to Mr. R. A. Long, president of the Long-Bell Lumber Co., who, by his liberality, has permitted the large amount of money to be spent in order to demonstrate that the cheap cut-over pine lands of the South are of value from an agricultural standpoint, thereby enabling the man of small means to secure for himself a home, and at the same time having the assurance that he will be abundantly rewarded for the money and labor expended.

E. O. WILD.

NORTH CAROLINA GRANITE.

Development Work Being Done by Four Companies.

[Special Cor. Manufacturers' Record.]
Granite Quarry, N. C., August 24.

Granite development work at this place is under way on a scale much more comprehensive and far-reaching in its effect than is generally known. There are four companies operating in this region, and in order to insure the biggest and broadest development along the lines of least resistance, the Dunn Mountain Granite Co., the Balfour Pink Granite Co., the Rowan

Granite Co. and the American Stone Co. have cast their lot together, and although not legally one body corporate, yet in fact they are one organization having the same officers and stockholders. This joining of forces has enabled these companies to extend the development of their interests, by virtue of the fact that they have succeeded in overcoming some artificial and geographical obstacles imposed upon them for many years. The greatest difficulty which confronted them, and which for a time made an extensive development impossible, was prohibitive freight rates. An adjustment of these has been made by the railroads, so that no development work can go forward on a large scale, and the utilization of vast natural resources is the result.

The geologic belt in which these quarries are situated is known as the Piedmont Granite belt, the range running north-easterly and south-westerly, lying along the line of Dunn mountain ridge, extending through 12 counties of the State.

These particular quarries are situated five miles from Salisbury, N. C., in Rowan county, and are the natural repositories of building stone of excellent quality and great variety. Throughout this region huge boulders outcrop in broad exposures, calling attention to the great treasures beneath.

The Balfour Pink Granite Co. operates in the southwestern section of Rowan county, and its quarry contains a peculiar and valuable form of building material known as Balfour pink granite. The artistic and uniform tint is caused by the pink coloring matter in the crystals of feldspar, but although of a decidedly sensitive color, this granite never fades. A vivid illustration and proof of this assertion is presented by a visit to an old rock house in Rowan county, built by Michael Braun in 1766. The pink color of the stone over the doorway of this house has not been affected by the elements during 142 years of exposure, but still retains its freshness and warm pinkish tint.

Besides its durability, the artistic qualities of pink granite are very marked, and this beautiful and soft-colored stone is extensively used for statuary, monumental work and mausoleums; in fact, for every purpose where beauty must be considered as essential as durability.

About 30 years ago this granite was used in the construction of the Federal Building in Raleigh, N. C. It has been used more recently in the new college building in the Catholic University, A. O. von Herbulis, architect; in the Highlands Apartment-House and the Masonic Temple, all in Washington, D. C.

Carload shipments of Balfour pink granite have been made to Westerly, R. I., the home of pink granite, this being certainly an American version of "shipping coals to Newcastle." For monumental purposes it is unsurpassed, its beautiful effect being superior to almost all kinds of granite material. The gateway of the Woodland Cemetery, Pittsburg, Pa., is in Balfour pink, and in this cemetery is a large figure of an angel of victory carved from the same material by F. Barnicoat, sculptor, of Quincy, Mass. The block from which this statue was cut weighed 35,000 pounds. This granite splits with great accuracy in all directions, so that it can be quarried in any dimensions, limited only by transportation accommodations. Many public and private buildings have been constructed of pink granite, the result being solid and artistic structures.

On the Balfour property there is a crushing plant capable of producing 300 tons of crushed stone in 10 hours. An air compressor supplying 700 cubic feet of free air per minute supplies the air through a series of pipes for the pneu-

matic tools. Steam for all purposes is furnished by a boiler plant of 2000 horsepower capacity. Three steam derricks are incessantly plucking huge blocks of granite from the beds and shifting them to other places to permit a more advantageous handling.

Proceeding in a northeasterly direction from the Balfour quarry, we soon reach the Rowan quarry, the second of the list of companies. This property was owned by the Whitney Company, and recently leased by W. A. Esson & Co. From three openings in this quarry is obtained a beautiful gray granite of the same characteristics as those of Balfour pink, except that the feldspar constituent lacks the same coloring matter.

This granite, of a light-gray color, fine grained and compact, is of uniform texture, and its durable qualities recommend it strongly for paving purposes. This phase of the business is being developed extensively, and has already assumed large proportions, a movement of about 100,000 tons of paving blocks to Chicago having already been begun.

This will give employment to at least 200 paving-block cutters for 12 months. When the writer visited this quarry a bed seam had just been made, creating one lift, holding 80,000 paving blocks, or 40 carloads of granite. Shipments are also being made to Cincinnati and points west, while large consignments of curbing have been made to Atlantic City, N. J., and to points in Pennsylvania.

On this property is a steel building 230 feet long by 64 feet wide, which is used exclusively for polishing and dressing granite. It is well equipped with the various tools necessary for those purposes, such as turning lathes, pneumatic surfacing and polishing machines and a full line of smaller tools. The company operates a complete electric-light plant for lighting purposes, to be used in night shifts; a steam power plant with a capacity of 250 horse-power, and a standard-gauge railroad running through the cutting shed and connecting it with all the quarries and with the main line of the Southern Railway.

The quarry of the Dunn Mountain Granite Co., which is situated farther to the northeast, is the repository of the "Dunnesson" white granite, the feldspar constituent of which is almost white. The granite quarried here is used for a variety of purposes, curbing, building purposes and paving blocks. This granite was used in the building of a beautiful courthouse at East Liverpool, Ohio.

The American Stone Co.'s plant, situated nearby, is devoted to a somewhat different line of business, confining its activities solely to crushed-stone operations. There is a great demand for this product for use as ballast in railroad building, and as a foundation for road material. This plant has a storage capacity of 100,000 tons of crushed stone.

The striking feature of the granite taken from these quarries is its durable quality, ascertained and proven by the Government compression test. This test was made with the United States testing machine at the Watertown Arsenal, Massachusetts, and the average ultimate strength per square inch of seven samples submitted was 50,000 pounds. This was very much higher than the results of any previous tests made at the arsenal, and its strength was characterized by the Government experts as phenomenal. This quality is traceable to the absence of biotite or muscovite as a constituent element, the consensus of opinion being that these substances, popularly known as black and white mica, respectively, disintegrate and peel off, necessarily injuring the granite and lowering its textile strength.

A very satisfactory condition of affairs is found here with respect to the utilization of the entire product of the quarries. The most serious problem confronting the owners of New England quarries, viz., the disposal of by-products, is unknown here, because of the fact that all the stone obtained is profitably and advantageously used. The huge blocks are used for building and monumental purposes; the smaller ones for curbing and paving blocks, and what is left over is crushed into sizes necessary for road purposes. The waste stone is then crushed into dust to be used as road-topping and as a concrete ingredient. The result of this is that the unsightly masses of waste stone known as "grout piles," so frequently met with in New England, are conspicuous here by their total absence.

This group of companies operates three miles of granite range, producing 25,000 paving blocks and 4500 tons of crushed stone; employs 500 to 700 men; has compressor capacity of 4400 feet of air per minute, and operates 20 derricks and hoisting engines.

The executive offices of these companies are situated at Salisbury, N. C., while the center of the granite operations is five miles distant at Granite Quarry, N. C.

A. WILLIAM FIELD.

Making Glass Brick.

Glass brick is one of the newest forms of industrial activity. A plant for making such brick has recently been established near Connellsville, Pa. This brick will be used as a substitute for enamel brick. The National Glass Brick Co., which will manufacture the brick under patents owned by it, has acquired a 10-acre tract of land and erected a plant. The brick, which will be made from a white opalescent glass, have been approved by a number of prominent architects and engineers to whom samples were submitted. In construction they are hollow, and have receding ends. The main objects of their peculiar form are that they can be laid either hollow or cement filled as desired. It is said they reduce the weight of the wall without reducing its strength, and the tendency to slip is overcome by the form, as the receding ends and concave surfaces when filled with cement become an integral part of the wall. The products of the company will be handled by L. & R. Wister & Co., 672 Bullitt Building, Philadelphia, Pa., and 507 Frick Building, Pittsburg, Pa.

Alexandria Progressive League.

[Special Cor. Manufacturers' Record.]
Alexandria, La., August 24.

In its Progressive League the people of Alexandria, this city, have an association of men who do things, and to its untiring efforts is due much of the progress made by this energetic city during the past 10 years.

While there are but something like 16,000 people in Alexandria, it is one of the best and most progressive towns in the State. It has 70 miles of granolithic sidewalks, 15 miles of brick and asphalt streets, and an abundance of pure artesian water piped to all parts of the city by a model water-works system. The State Asylum, costing \$150,000, is located here, a \$150,000 theater building and a \$750,000 hotel, while a number of other public buildings are being contemplated.

Paul Lisso is president and M. L. Alexander secretary of the league.

E. O. WILD.

The Business Men's Club has been organized at Iuka, Miss., with J. W. Jourden, president; J. A. E. Pyle, vice-president; J. P. Mathews, secretary, and J. N. Butler, treasurer.

IRON BUSINESS SLIM.**Three Most Prominent Birmingham Interests Not Seeking It.**

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., August 24.

There was just about enough business doing the past week to establish quotations in the iron market. With three of the most prominent interests in the district practically out of the market there was nothing else to expect. The Sloss-Sheffield Company, the Tennessee Company and the Republic Company are all three practically out of the market, and are discouraging business rather than seeking it. With these three companies thus situated, business cannot be other than very slim. Outside of them there are additions to their ranks, but the transactions have been comparatively very few. It is very hard to tell whether such market as we have is on a \$13 basis or a \$12.50 basis. There were sales on the basis of each price, but there were none of them of any magnitude. There was a sale of one lot of 500 tons for October delivery on the basis of \$12.50, and there were a few other sales on the same basis, while there were some that were declined. A few, but only a few, slipped in on both bases for the third and fourth quarters. There were a few sales for the first quarter of the coming year on the basis of \$13 for No. 2 foundry, but they were of no significance. There was demand enough for a better showing of business, but there was not much disposition shown on either side to do business. The withdrawal of three leading interests was a damper on the market. Some specification iron brought prices that show a very strong undercurrent of faith in values. Some sold for first quarter at \$14.50, and some spot sold at \$14, as did delivery for the fourth quarter. Some No. 4 foundry sold at \$12.50, and some No. 3 foundry at \$13. But the fact should not be lost sight of that but one brand brings these prices. This range of prices shows how narrow the market was.

There is a constant attempt being made to open up the market for the coming year. The buyers are willing enough, but the sellers are not anxious to name prices yet for that delivery. On the first of September it is given out that the larger one of the Woodstock furnaces at Anniston will be ready for business, and will again be in the market. We will possibly have two more furnaces to join it.

The cast-iron pipe works are not as lively as has been anticipated, and in answer to an inquiry as to the outlook for business one of the largest companies said to your correspondent: "There is very little improvement in the market over last week. Inquiries are fair and prices are unchanged. We are working our shops at full capacity, and so far are not affected by the strike. The railroads are placing very few orders in our line at the present time."

As evidence that there has been some revival in business it is noted that the Payne-Joubert Company has been favored with an order for a special lot of 1000 tons of castings for account of a North-western interest, and it is not improbable that this is but the opening wedge for further business.

The great improvement in the output of the steel mill at Ensley is now very noticeable. The entire output for all of 1907 was 146,177 tons. For the five months ended July 31 this year it was 118,866 tons. For the corresponding five months in 1907 it was 54,333 tons. The increase was over 100 per cent. March of this year holds the record for rail production, it being 31,391 tons. The total output of ingots for 1907 was 234,100 tons, and up to August, 1908, it was 167,-

834 tons. The entire year of 1907 exceeds the seven months of 1908 by 66,275 tons. July, with a production of 41,469, now holds the record, and this will in a short time give way to another new record when the machinery gets in improved working condition.

During the past week there has been a good demand for scrap iron of rather an active nature, but prices were not advanced. Dealers were holders of good stocks that showed some profit, and they were willing to take it and make a hole in their various piles. Quotations are as furnished by Weller & Co. as follows:

Old iron rails, \$13.50.

Old iron axles, \$14.50.

Old steel axles, \$14.

Old car wheels, \$12.50.

No. 1 railroad wrought, \$12.50.

No. 2 railroad wrought, \$10.50.

No. 1 country wrought, \$10.50.

No. 2 country wrought, \$9.50.

No. 1 malleable, \$10.50.

No. 1 machinery castings, \$10.50 to \$11.

Wrought-iron pipes and flues, \$10.50.

No. 1 steel, \$10.50.

Stove plate, \$9.

Cast borings, \$6.

An option was given last February on the coal lands belonging to the Girls' Industrial School of Alabama, situated at Montevallo. This option was closed the past week, and the lands were transferred to a syndicate composed of the Mobile Portland Cement Co. and associates. The sale nets the school \$20 per acre and makes available for the use of the school the neat sum of \$390,620. The cement company gets a little over 10,000 acres, and its associates get the balance of the holdings. The total acreage was nearly 20,000 acres. There was another important body held by private parties that was sold at the same time, 10,000 acres being involved. The lands were situated in the counties of Bibb, Shelby, Jefferson and Tuscaloosa. The seller of this property had been accumulating them for years. A prompt development of the properties is anticipated. It is now asserted that work on the sanitary and storm sewers will be commenced in 30 days, and that it will take about two years to finish them.

The Germafert Manufacturing Co., engaged in the manufacture of fertilizers, has made arrangements to establish the largest manufacturing fertilizer company at Montgomery in the world, perhaps, and make it one of the fertilizer manufacturing centers of the world. A concern like that is of benefit to the entire section in which it is located. Its main building is 900x150 feet.

Next to the strike, which is scotched, but not yet killed, the question of viaducts is the most discussed. The City Council has demanded of the railroads their adoption and erection. J. M. K.

Alabama Strike Situation.

[Special Dispatch to Manufacturers' Record.] Birmingham, Ala., August 25.

The action of Governor Comer in vetoing the establishment of camps and tents for sheltering those miners and their families who have been dispossessed of the houses occupied by them and owned by the operators is bound to exercise a great influence in the ending of the strike. The Governor's action is based upon his regard for the sanitary and moral laws involved and upon the security of property and the safety and protection of life. He declares that with the differences between the operators and the strikers the State has nothing to do, but the whole power of the State can be summoned to preserve order and maintain the law. Fifty-five per cent. of the miners are negroes, and they cannot be allowed to roam at their own sweet will and commit such depreda-

tions as their inclinations prompt. This cannot and it will not be permitted. The Governor's action is a drastic one, but it is the only one that meets the situation, and it will be enforced. The miners' ranks will be depleted and empty bellies will force the negro element to make terms with their employers and go back to work. All good white miners will have no difficulty in securing work. The strike is nearing its end. J. M. K.

Georgia Developments.

[Special Cor. Manufacturers' Record.] Atlanta, Ga., August 24.

Advises received here from Meriwether county state that mining experts have discovered in the southern portion of the county a large deposit of brown iron ore. The ore runs 56 per cent. iron. Although active operation of the mine was begun only a few days ago, the average daily output is 200 tons. The mine is near Chalybeate, and is being developed by the Chalybeate Spring Iron Ore Co., which has a capitalization of \$25,000. The officers of the company are Ray Morris, president; J. L. Manning, vice-president and general manager, and W. H. Fealey, secretary and treasurer. The home offices of the company are in Middlesboro, Ky.

Work has been actively begun on the big plant of the Piedmont Portland Cement & Lime Co., near Rockmart, on the Seaboard Air Line. The plant will undoubtedly be one of the best equipped for the manufacture of Portland cement in the country, and will cost approximately \$125,000. The company now has a working capitalization of \$320,000, and this is shortly to be increased to practically double that amount. Located on the Seaboard Air Line, and within a short distance of the Louisville & Nashville and Southern Railway, the company has deposits of 50 acres of fine limestone. There is more than 1,000,000 cubic feet of high-grade material suitable for the manufacture of the best grade of Portland cement. The promoters of the company claim that demonstrations show that the supply is practically inexhaustible. The plant will begin operations with a daily capacity of 500 barrels, but the company intends enlargement until the daily output will be 2000 barrels. The manufacture of Portland cement in Georgia will be of untold value to this State and Alabama, as the demand is ten times as much as is annually manufactured in these States. Ninety per cent. of the cement used in these States has been bought elsewhere, with freight added to augment the cost to the consumer.

Public Improvements at Fort Smith, Arkansas.

Illustrative of the material advancement of Fort Smith, Ark., attention is directed to some of the public improvements in course of construction in that city. About two years ago the Board of Improvement, Harry E. Kelley, chairman, awarded a contract for paving 71 miles of streets, amounting to 850,000 square yards, with vitrified brick. The contractors have erected a paving plant at a cost of \$157,000, and have laid about two and one-half miles of pavement. The city collected \$86,000 in tax, and this, with the proceeds of a bond issue of \$750,000, will be available to pay for the pavement, the construction of which is estimated to require three years. A sewer system about 46 miles in length is under construction, which, added to 31 miles in the old system, will give the city 77 miles of sewer. The concrete work ranges from 11 feet 9 inches to three feet inside diameter, and all the sizes above 6 feet 6 inches have been completed. Only a small portion of the pipe sewer has been laid, and it is probable

that a plant to make this sewer pipe will be constructed at Fort Smith. The sewer district has sold \$450,000 of 5 per cent. bonds, and this, with \$100,000 of bonds yet unsold and \$96,000 tax collected, will be available to pay for the work. The construction of the pavement and the installation of the sewer system are both under the supervision of George Myers.

Progress in an Alabama Town.

Editor Manufacturers' Record:

Knowing your great desire to give to the public all information from any point in the South showing progress and development, I send you the following:

Dothan, the metropolis of Southeast Alabama, is forging to the front with energy and determination, looking to the upbuilding of every branch of business.

For a short time we were somewhat hampered on account of the panic, but as that is now past history, Dothan is planning new enterprises which will give us new life and vigor. Among the more prominent buildings that are going up is a large theater with seating capacity of 1500; a natatorium and a parsonage for the Methodist Church which will cost between \$6000 and \$10,000. The United States Government has purchased a site for postoffice building and courthouse, Congress having appropriated \$106,500 for the building.

Many enterprises could be built and successfully operated here, but I mention only two—a cotton mill and a furniture factory. The cotton would be at the factory's door, so to speak, without the expense of freight or commission, while all kinds of woods, and in the greatest abundance, can be procured nearby for a furniture factory. H. J. SMITH.

Dothan, Ala.

Big Addition to Southern Plant.

The Decatur Cornice & Roofing Co. of New Decatur, Ala., has decided upon important increases in its present facilities for manufacturing roofing, cornices, architectural sheet-metal building materials, etc. It will more than double its present floor space and manufacturing facilities by erecting an additional building and installing individual electric motor-driven machinery of the latest type, heating plant, automatic sprinkler system for fire protection, electric freight elevator, etc. This new building will be three stories high, 135x135 feet, of reinforced concrete or brick construction, lighted and ventilated throughout by the company's Dixie skylights and Alabama corrugated rim ventilators. Construction is to begin within 30 or 60 days and be completed by January 1. The architect has not been engaged, and correspondence is invited, especially with reference to reinforced concrete construction.

Installing Grinding Machinery.

The New Orleans (La.) Export Co., which established a plant at Galveston, Texas, about a year ago, is installing machinery at pier 38, Galveston, for grinding and sacking cottonseed cake. It is stated that 10 packers were installed last year, to which five more will be added, together with three grinding machines and five bolting machines. The machinery will be electrically driven by the individual motor system, power to be furnished by the Brush Electric Light & Power Co. of Galveston, which is expending about \$6000 for transmission purposes. It is proposed to have the plant ready for operation by the beginning of the season, and its capacity will be 200 tons of cake per 24 hours. H. Guldman is in charge of the New Orleans Export Co.'s Galveston office.

CURRENT EVENTS AS VIEWED BY OTHERS

THE FOLLY OF ANTI-IMMIGRATION IDEAS.

[Columbia (S. C.) State.]

It is to be observed that a number of candidates for the Legislature in Richland county and elsewhere oppose immigration on the ground that they do not believe in bringing in new people to the State to compete with the people already here. They do not wish to see newcomers take the jobs that otherwise would fall to our own citizens. One speaker, according to the report of the meeting at Hopkins, expressed the view that "there were too many people here now for the work to be done."

This is an old argument against immigration, and, strange to say, it has a firm hold in the minds of many people who have accepted it for what it seems to be worth; in fact, it has no worth, is illogical, and is contrary to the aspirations and practices of many of the very people who espouse it. If it isn't good for a State to grow, if it isn't good for new people to come into a State, if it is a mistaken notion to point with pride to the rising figures of the successive censuses, then it isn't good for a city to grow, for new people to come into a city, and when the proud citizen of Podunk directs, with a palpable swelling of the bosom, the visitor's attention to the "extraordinary growth of our little city" he should instead do his best to conceal the fact, as a source of annoyance and a visible evidence of hard times in Podunk. Many of the very people who protest against new citizens coming into the State and fear that these newcomers will take all the jobs in sight, while the native-born population starves, are the same people that take the utmost pride in the growth of their respective cities and do all that is in their power to induce people to move to their town. Columbians strive manfully to swell the number of the city's inhabitants. Greenville and Spartanburg enjoy a lively rivalry in the effort to outstrip each other in point of number of people. Anderson and Sumter each never tire of telling the story of their growth and the number of new houses that are being erected. And so on down to the smallest hamlet in South Carolina. Each wishes to grow; each wishes to see new houses and new people, and consequently new business. None is afraid that the new folks that have moved into the house next door will take some job that an older citizen had or might have had. The newcomer brings his job with him, he opens up something new, and the grocer and the baker and the candlestick maker rejoice and are exceedingly glad.

Strange, is it not, that what is good for the city is not good for the State? Strange, is it not, that the rule that fits the city does not fit the State? Strange, is it not, that the newcomer to the city means new business, new money in circulation and that much of increased opportunity for the grocer, the baker and the candlestick maker in the city, and does not mean the same thing for the same people in the State? What is good for a component part of the State is not good for the whole State. What is good for Charleston or Columbia or Anderson or Podunk is not good for the political division, called the State, in which these communities abide. A truly extraordinary theory—scarcely capable of appealing to the hard, common-sense of practical, reasonable people.

Taken conversely, this anti-immigration theory is even more ridiculous. If it be

wrong to grow, then must it be a virtue to shrink. If it be wrong to bring new people in, then must it be a virtue to send people out. Wherefore, it is the part of common sense, even of the highest statesmanship, to do all we can to reduce the number of people in the State—the fewer the people, the fewer the applicants for jobs, the more jobs then for us, and the more prosperity. By this reasoning we perceive clearly that the desert of Sahara is the most prosperous and desirable country in the world, the very masterpiece of this fewer-people-more-prosperity propaganda.

The anti-immigrationists must do better than this if they expect to win converts.

AMERICAN FRUITS.

[Troy Times.]

Of the \$8,000,000,000 worth of agricultural products in the United States for 1908, on which the experts are reckoning, fruits will have no inconsiderable place. American fruits rank among the best in the world, and are growing yearly in importance and improving in quality. An interesting showing is made by W. N. White, an authority on this subject, who has compiled carefully a table giving an index of the number of apple and pear trees in each State and territory of the Union. Mr. White places the total number of bearing apple trees June 30, 1908, at 201,794,642, and of pear trees at 17,716,184. The general extent to which apple and pear growing is carried is proved by the fact that the industry exists in every State and Territory, including the District of Columbia, in continental United States, with a single exception. Alaska, of course, owing to climatic conditions, does not figure in the exhibit.

There are some great apple-raisers among the States. Missouri leads off with 20,040,399 trees, New York coming second with 15,054,832, while others prominent in the table are Illinois, 13,450,006; Ohio, 12,952,625; Kansas, 11,848,070; Pennsylvania, 11,774,211, and Michigan, 10,927,899. Many States rank well among the millions, and the smallest number of trees is 1253, in the District of Columbia. The pear details are not so impressive or interesting, though the total showing is noteworthy. Mr. White, while admitting that the apple and pear output does not rank with wheat and other grain crops, says nevertheless that the total area devoted to these fruits, reckoning apples at 40 and pears at 60 trees to the acre, is 5,000,000 acres, or 50 per cent. more than the potato acreage of the country, requiring five times as many persons to gather the yield. Fruit culture, therefore, is an industry providing gainful employment for a great army of workers.

The economic value of the apple and pear crop is increasing in proportion as the people of our own and other countries learn to appreciate the merits of these fruits as food. Fruit is more generally consumed than ever before, as the beneficial effect upon the physical system of fruit eating is becoming better understood, both here and elsewhere.

ELECTRIC POWER IN FARMING.

[Western Electrician.]

James M. Burke of the University of California has returned to Berkeley from a Government investigation of the use of electricity in farm work throughout the State. Mr. Burke declares that the use of electric power has revolutionized farming in California, as farms are not only lighted by electricity, but cheap power pumps

water for irrigation. The result has been to split up a large acreage in the San Joaquin and Sacramento valleys into small farms, mainly planted in fruit and alfalfa, and irrigated by electric pumping plants. Electric railways have done much to settle small farmers on these lands.

FEDERALIZING THE MILITIA.

[Boston Transcript.]

The amendment to the Dick law which Congress has just enacted is so comprehensive and works such a change in the relation of the National Guard to the Federal Government that it is virtually a new law of itself. The underlying idea is to make the organized militia a Federal force immediately available as such on the order of the President in the event of war or insurrection. The latter is given authority to order such militia organizations as he may select into the service of the United States. The orders to that effect must be communicated through the Governor of the State on which the requisition is made, but the Governor becomes simply the intermediary of the War Department. Militiamen are to be held to the service of the United States during their term of enlistment, instead of for 90 days as at present. Inasmuch as the President's discretion as to the employment of the militia is geographically unlimited, the possibility is present that it may be sent on foreign service. Such employment was never contemplated when the militia was established, and what effect the possibility of being dispatched to the Philippines, Cuba or Porto Rico may have on the class of men now in its ranks, and on future enlistments, is an interesting topic for speculation.

Congress appears to have gone very far and fast toward federalizing the militia, a process which, however, cannot be completed until the authority of appointing the officers is taken from the States. To do that is beyond the power of Congress, which, moreover, cannot compel States to maintain organized militia. The only penalty for failure to do this is the forfeiture of Federal money assistance. The assumption underlying congressional legislation on the militia is that the measure of Federal aid extended by the Dick law is so important that it will be an incentive to the States to accept an arrangement by which the local character of the National Guard shall become secondary. That this expectation will be justified by the event is open to grave doubts. The extent of the Federal aid, even as increased by the latest legislation, is about \$4,000,000, which barely equals what the States pay now out of their treasuries for the support of their militia. In some States the money apportionment under the Dick law may fairly vitalize the militia, but in others, like Massachusetts, New York, Pennsylvania and New Jersey, the contribution will not be particularly impressive. Neither does Congress appear to understand the character of the men composing the militia in the States having the heaviest contingents, or it would not put forth a program so little attractive of enlistments. The organized militia is a purely voluntary force. It is an expression of the high civic spirit of the community. It does not serve for pay. Many of its officers and men make considerable pecuniary sacrifices to render their present service to their States. To such service in Cuba, Porto Rico and the Philippines presents a very different aspect from that which it offers to the regular army. It would mean

loss of time and money for which regular army pay would be no compensation.

The organized militia of the United States is numerically weak now. In some States the National Guard is a small and languishing force. The service should be made attractive if recruitment is to be increased, and we cannot see how that end is to be accomplished by making service outside the continental United States compulsory.

WHAT THE SCHEME IS.

[Wall Street Journal.]

There can be no doubt whatever that the Bryan scheme, put by him in the Democratic platform, of a Government guarantee of bank deposits is spreading rapidly, especially in the West and Southwest. It is a very plausible and seductive proposition. It is advocated by many honest and sincere men. Unfortunately, they have not yet discovered, as they will eventually, the essentially dishonest nature of the scheme.

The proposed guarantee of bank deposits is:

1. A plan to tax sound banks for the benefit of the depositors in dishonest and weak banks.
2. It therefore contains the essential political monstrosity of taxation without representation, inasmuch as the tax is upon sound banks, which will have no representation in or control over weak banks.
3. It is a plan which must either result in further concentration in banking, leading finally to monopoly, or else result in widespread banking demoralization, ending in bankruptcy.
4. It is of a socialistic nature, in that it seeks to relieve the individual of responsibilities which he should assume himself, and to throw these responsibilities upon others.
5. Intended to prevent panic, it would ultimately result in panic, and a panic of a most disastrous character.
6. It is in its essence a scheme to compel the rich banks of New York and the East to pay the banking losses of the rest of the country. The New England and Middle States will have to pay the bulk of the tax and assume most of the ultimate responsibility for loss. It is as radically vicious and wrong as the Bryan free-silver proposition of 1896.

RAILROAD "REFORM."

[Wall Street Summary.]

Railroads during the five years in question had pursued a necessary policy of general improvement on an elaborate scale. Locomotives, freight and passenger cars, steel rails, etc., were purchased generously in order to care for our expanding commerce. More men at higher wages than ever heretofore were employed, and such liabilities necessitated heavy expenditures. Dividends to stockholders diminished railroad earnings further. The system, to be sure, was not perfect; it was not free from extravagance, waste and illegality—the inevitable fungi of its environment, the outgrowth of surrounding peculiar conditions that the railroads themselves could not remove. With our native ability for exaggeration and emotionalism we set up a howl for reform, and the most emotional of all of us, taking his cue from the public clamor, shouted in stentorian tones for railroad regulation. That settled it. The railroad became the absorbing topic for public discussion, the football of politics, the shibboleth of the demagogue, and for a time almost eclipsed every other issue.

Our regulation was in reality confiscation and destruction, but blinded by our own zeal and intemperance to our folly, we played the farce to the bitter end.

UNNECESSARY CONCERN FOR THE FARMERS.

[Charleston (S. C.) News and Courier.]

Undoubtedly there are farmers in the South, many of them, who live in squalid houses and who are not cultivated and enlightened persons. Some of the farmers do not look to the sanitation of their homes with desirable care, and disease and filth may be found upon this or that plantation. At the same time, similar objectionable conditions may be found in many of the homes of the poorer people in the towns and cities. Farm houses may be seen in South Carolina equipped with electric lights, telephones, bathrooms, running water, steam heat, private libraries, automobiles and all the other comforts and conveniences. Others are without any of these luxuries, but have a cold spring at the bottom of the hill nearby with a little house over the spring, and in that spring-house sweet milk and buttermilk that money cannot buy along the "Great White Way." All of the farmers have plenty of fresh air, and no matter what their poverty may be, their children have an immeasurable advantage over the children of corresponding station in the suffocating cities.

The American farmer needs less guardianship from the Government than does any other citizen. He knows as much about taking care of himself and his family as does the railroad man or the furniture maker or the shopkeeper. His intelligence, his breadth of view and his grasp of problems, especially those of a political nature, are generally far superior to those of the man who is locked in the work-rooms of the cities. One, perhaps, finds few artists or scientists or authors or specialists of any kind among the farmers, but one finds a proportion of ignoramuses among them far less than is in the crowded centers. It is no defense of illiteracy to say that there are farmers in the South who cannot read or write who are yet better trained or educated than many a city man who has graduated from the public schools.

Without doubt the condition of the farmers might be improved, as that of all other men might be, but the salvation of the farmers does not require that this Government of ours shall become more paternal than it is. They can work out their own salvation. Demagogues in the South have injured them already by inoculating them with the idea that they are a singularly persecuted class, and at the same time a more meritorious class than are others. The farmer has been told, for example, that he is more necessary to the progress of the world than is the railroad man or the merchant. He has been led to believe that he is more worthy as a producer than are others who facilitate production and are indispensable to it, and he has been betrayed into believing that more should be coming to him than to other men. What the farmer needs is to be let alone by the Government. If he dwell in poverty and squalor, let him learn from his neighbors, not from his Government. This American country was developed amid harder conditions than exist now without governmental aid, and when the people consent to the enlargement of paternalism they surrender the best part of what the farmers have gained during the last three centuries.

RECLAIMING MARSH LANDS.

[Beaumont (Texas) Journal.]

What Holland can do and has done, both Texas and Louisiana will do. Just at present there is in both States several millions of acres of marsh lands that are

known as lower-than-the-sea-level lands, and the main question at issue with those desirous of reclaiming these lands. Can it be done?

That it can be done has oftentimes been demonstrated in our own country as well as other lands. For instance, there are thousands of acres of lands adjacent to the Mississippi river which are below the water level of that stream. These lands have been reclaimed by a system of dykes and drainage which has been wonderfully cheap when the importance of the undertaking is considered. It is figured that the worst of our marsh lands could be drained and made into the very best of agricultural lands at a cost not to exceed over \$6 per acre. As the change would make this land worth many times the cost of the drainage system necessary, there is hardly a landowner affected but who would willingly contribute his share to the undertaking.

When our drainage system has been so perfected that all of the lower-than-the-sea-level marsh lands of Jefferson and Orange counties are ready for the settlement of the farmer and truck grower, then will come a change over this section of the State that will be as marvelous and wonderful as the tales in the book of Aladdin. Thousands upon thousands of families will be added to our population, and these thousands upon thousands will add as well to our financial and commercial prosperity as if the Government had opened a mint in our midst and distributed its product free among our citizens.

The wealth of a nation lies in its lands, and what is true of the nation is equally true to the country or State. Lands that are unoccupied or unfit for occupancy bring no direct or indirect benefits to any section of the country. On the other hand, it is the occupancy and use of lands that builds up great thriving communities; that the settling of our marshy lands with an industrious class of the citizen-ship will bring to our midst that prosperity we have dreamed of but have been unable to command.

We of Beaumont need first to learn that until our vast tracts of idle lands are placed in cultivation there will be none of that real and lasting prosperity which will attract to our midst the shapers of great commercial and industrial enterprises. The chief purchasers of the goods of this nation are those who live in its farming communities. We have practically no farming community, despite the wealth of our rice industry, because our farming is done by large companies on a large scale, as a result of the lack of drainage facilities, which make it almost impossible for the small farmer to exist and make a good living in the greater portions of our rice belts.

By all means let us get busy and drain our marshes, create a drainage system that will do away forever with overflows and make life in the country attractive to our citizens. When we do this we will see our beautiful city of Beaumont grow and expand as only we would like to see it.

The War Department has authorized Capt. J. C. Onkes, Engineer Corps, U. S. A., to make an examination and survey of that section of the proposed intercoastal canal in Texas between the mouth of the Brazos river and Matagorda bay. It is estimated that this will cost between \$400,000 and \$500,000. A survey has also been ordered for the Colorado river.

The Manufacturers' Association of Parkersburg, W. Va., has been organized with Messrs. W. H. Gerwig, W. E. Stout, M. J. Rathbone, Albert Stiles, Abram Smith, E. L. Davidson and W. T. Carter as board of directors. Regular officers will be elected at a later meeting.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

The Wymojo Yarn Mills.

The Wymojo Yarn Mills of Rock Hill, S. C., has completed its buildings, and expects to award contracts for textile machinery, electric motors, lighting equipment, sprinkler system and 15,000-gallon tank, heating equipment and other apparatus by the first of September. This company's organization and plans were announced some months ago by the MANUFACTURERS' RECORD. Contracts for buildings were awarded to J. J. Keller & Co. of Rock Hill, and O. A. Robbins of Charlotte, N. C., was engaged as architect and engineer in charge. The main building is 127x310 feet, one story high, with monitor roof 25 feet wide running entire length of building, and having a five-foot sash; floor space, 39,000 square feet. This building cost \$28,500, and Keller & Co. are also erecting 42 tenement cottages to cost \$25,500. The mill's capacity is 10,000 spinning spindles, 5000 twister spindles and accompanying machinery, which will be driven by individual electric motors, for manufacturing 20s to 30s two-ply double-roving yarns for the lace-curtain and woolen trades, and a waste product of 8s three-ply yarns. There will also be a modern machine shop equipped for repair work. Electricity for power will be transmitted from a Rock Hill transformer station of the Southern Power Co. of Charlotte, N. C. The Wymojo Yarn Mills is capitalized at \$150,000. W. W. Moore is president and treasurer, and Sims Gill Wylie is secretary.

Plans for Another Hosiery Mill.

Joseph A. Parker, High street and Belt Line Railway, Portsmouth, Va., will erect buildings to which will be removed the machinery of his present mill. He has engaged R. C. Bibberstein of Charlotte, N. C., to prepare plans and specifications for the new buildings, which will include a main structure, of brick, 60x160 feet, and a dyehouse 40x115 feet. Electricity will probably be the motive power of the new plant, and from 250 to 300 persons will be employed. The new buildings will cost \$20,000, including a 50x60-foot boiler and engine house.

The Eagle Hosiery Mills.

The Eagle Hosiery Mills and the Dalton Knitting Mills of Dalton, Ga., have consolidated under the name of the Eagle Hosiery Mills, with a capital stock of \$35,000. The new company will begin operations on September 1, manufacturing 600 dozen pairs of hose daily and employing from 75 to 100 operatives. J. T. Black is president; T. R. Jones, secretary-treasurer, and F. C. Bivings, general manager.

The Gaylesville Cotton Mills.

The Galesville Cotton Mills of Gaylesville, Ala., expects to begin the construction of its plant in about 30 days, and proposes to install an equipment of 3500 spindles for manufacturing cotton yarns. This company was organized some months ago, and its president is J. Robert Henderson.

To Build an Addition.

The Bedford Mills Co. of Bedford City, Va., will build an addition 55x75 feet and

add new machinery for increasing present production of woolen cloth. This company has 2000 spindles, 25 broad looms, etc., and is owned by the Thomas Kent Manufacturing Co. of Clifton Heights, Pa.

A 5000-Spindle Mill.

A. Cameron of Vass, N. C., will build a mill for the manufacture of cotton yarns. He has awarded contract to T. B. Creel of Aberdeen, N. C., for the erection of the main building, 78x228 feet, with capacity for 5000 spindles.

Williamson Manufacturing Co.

The Williamson Manufacturing Co. of Burlington, N. C., has been incorporated with a capital stock of \$125,000 for manufacturing cotton goods. Its incorporators are S. L. Williamson, L. Banks Williamson and W. M. Baker.

The Buster Brown Hosiery Co.

The Buster Brown Hosiery Co. of Chattanooga, Tenn., has been incorporated with a capital stock of \$5000 by J. L. Hughes, J. H. Cantrell, H. Bushnell and others.

Cotton Duck Wanted.

The American Conduit Manufacturing Co., Keystone Building, Pittsburg, Pa., wants sized cotton duck and apparatus for splitting same into narrow strips.

Wants Woolen Machinery Data.

The Board of Trade, Conway, Ark., is negotiating for the establishment of a woolen mill, and wants catalogues of woolen machinery.

Textile Notes.

It is reported that the Bristol (Tenn.) Knitting Mills has received contract from San Francisco for 12,000 pairs of half-hose for export.

The Packard Land Co., Blount Building, Pensacola, Fla., is corresponding with Georgia cotton manufacturers relative to the establishment of a mill at Pensacola.

Land Values Under Truck Raising.

A noteworthy feature of the success which has followed truck raising in the South is the effect which it has had on land values. J. H. Cooper of Orange county, Florida, in an interview in the Anderson (S. C.) Mail stated that it is not uncommon for truck growers in that State to clear from \$1000 to \$1500 an acre a year, and as a result of this the price of land has greatly increased, the quotation ranging from \$2000 to \$4000 an acre. Of course, he added, all of the trucking land does not bring these high prices, but they are the figures at which the land is held by some in that section who are getting these large net returns from their crops, and to whom the land is worth that much.

This same story, borne out by facts, is being told in many different sections of the South where truck raising has been successfully taken up, and it invariably follows that these lands immediately increase in value according to the net returns received from them. The South is endowed by nature with a soil and climate especially adapted to truck raising, and as this is grown when the Northern States are in the grasp of winter, the very highest prices are always obtainable; in fact, this has proven so profitable that not only are the farmers of the South devoting themselves more and more to truck growing, but many others are coming from different sections of the country to engage in this industry.

The Chamber of Commerce of Greensboro, N. C., has undertaken to organize a local branch of the Appalachian National Forest Association.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

CENTRAL OF GEORGIA.

Annual Report Shows the Difficulties Under Which Railroads Operate.

The Central of Georgia Railway Co. has published its thirteenth annual report, which covers the fiscal year ended June 30, 1908. The income account shows gross earnings \$11,658,651, decrease as compared with 1907 \$424,125; operating expenses and taxes \$9,069,119, decrease \$537,096; net earnings \$2,589,532, increase \$112,971; total income \$2,825,635, increase \$37,135. Interest on funded debt, on equipment trust obligations and on short-term notes, together with rentals, betterments, etc., made a total of \$2,831,061, showing an increase of \$490,687. After the foregoing was deducted from the total income a net loss of \$5426 was exhibited, and instead of a balance to credit of profit and loss there was shown a debit of \$3498. The total assets of the company are \$63,764,544, the property and investments being capitalized at \$56,235,308. The capital stock is \$5,000,000, and the funded debt \$51,413,000; short-term notes \$650,000, and equipment trust obligations \$3,871,247. There is no floating debt.

President J. F. Hanson also says: "During the year there were established on or adjacent to the lines of this company 130 industries, representing 22 classes, with a total capital of \$4,856,900, and employing 4622 hands. There were 309,305 fruit trees planted on the line during the year, and there was an increase of trees in bearing of 418,723. The development of the territory in which the company operates, which has been so rapid during recent years, continued during the first six months of the year, but was greatly reduced during the last six months. * * *

"The car shops and car-shop machinery, power-house, motive power, etc., advised as under contract in the last annual report have been completed and put into operation. We have not undertaken, however, to go on with the construction of the machine shop, boiler shop and other buildings and equipment necessary for keeping the motive power in order, nor can we proceed with this work until the necessary capital can be provided."

The report of T. S. Moise, general manager, shows that the company operated 1913 miles of line, of which 1332 are in Georgia and 576 in Alabama, the rest being in Tennessee. The earnings from passengers were \$2,953,115, an increase of \$8220. The earnings from freight were \$7,609,249, a decrease of \$564,381. Expenses and taxes were 77.79 per cent. of earnings, a decrease of 1.71. The ton mileage was 703,414,232, and the passenger mileage 128,008,070, the former showing a decrease of about 77,000,000 and the latter a gain of more than 6,000,000. The company continued to improve its property, and among this work was the elimination of a number of small trestles by filling. Many new ties and considerable heavy rail were put in the track. Several new stations were erected, including a brick passenger depot at Dalton, Ga., and a freight and passenger depot of brick at Athens, Ga. There were 25 freight locomotives received during the year, besides a number of box cars. There is now a total of 316 locomotives, 227 passenger cars, 10,572 freight cars and 344 service cars.

Mr. Moise says, in conclusion: "Beginning with the last week of November, 1907, our earnings fell off heavily and continuously until the movement of the early and large peach crop commenced in

June, 1908. During this period of depression every energy was concentrated to the end of reducing expenses, but with watchfulness to insure proper maintenance of the property. The items of conducting transportation have particularly been zealously looked after, but owing to increases in pay made in times of great industrial prosperity, increased cost of fuel, the general disposition to present claims of every character against railroads, coupled with the restrictions of the United States Government as to hours of service of employees, etc., it has been a most difficult task to keep down these expenses."

New Equipment, Etc.

The St. Louis & San Francisco Railroad Co. is reported to be getting prices on 100 freight cars.

The Harriman lines are reported to be contemplating the purchase of a total of about 7000 cars.

The Carolina, Clinchfield & Ohio Railroad is reported to be receiving bids on 6000 tons of bridge material. The Baltimore & Ohio, it is also said, will need 4000 or 5000 tons for grading improvements at Baltimore.

The New Orleans & Northeastern Railroad Co. will, it is reported, have 900 freight cars repaired by the Watkins Machine & Foundry Co. at Hattiesburg, Miss. The same road will also repair 900 more cars in its own shops at Meridian, Miss.

The Fayetteville Street Railway & Power Co., Fayetteville, N. C., is reported to have received a 40-horse-power gasoline motor car with a capacity of 36 passengers. It can also haul a trailer carrying 76 passengers, which latter car was received some time ago.

The Norfolk & Southern Railway Co., it is reported, will shortly award a contract for steel bridge material.

Reported that the El Paso & Suburban Railroad has ordered a light passenger locomotive from the Davenport Locomotive Works.

The Laark Mercantile Co., St. Louis, Mo., will, it is reported, purchase a gasoline motor car to carry five or ten passengers.

The Woodward Iron Co. of Woodward, Ala., is reported to have ordered one locomotive from the Baldwin Works.

The Chesapeake & Ohio Railway, it is reported, has ordered 12 four-wheel cabooses from the American Car & Foundry Co.

The Illinois Central Railroad is reported to be in the market for 15 passenger cars.

The Capitol Traction Co. of Washington, D. C., is reported to have ordered 12 semi-convertible cars from the Cincinnati Car Co., each 28 feet long, and they are now being built.

Gainesville to Dallas.

Concerning the report that Philadelphia capitalists contemplate building an electric railway from Gainesville to Dallas, Texas, and also from Dallas to Terrell, Texas, Secretary Sam J. Helm of the Commercial Club of Gainesville writes the MANUFACTURERS' RECORD that M. S. Healy, general manager of the Texas, New Mexico & Pacific Railway Co., with office at McKinney, Texas, recently wrote to know if the club would assist in building an interurban line from Gainesville via Dallas to Terrell, Texas, and from the limited correspondence on the matter it is judged that the Scioto Valley Construction Co., represented by Daugherty & Todd, the Wyandotte, Columbus, Ohio, is behind the enterprise. Nothing has been done except the soliciting of aid from commercial clubs along the line.

Mr. Helm also says: "An electric line between Gainesville, Texas, and Chick-

asha, Okla., is now contemplated, and our club has a novel manner of raising money for its construction. The clubs of the two towns began work on it this week."

Mr. James R. Bell of Gainesville also writes the MANUFACTURERS' RECORD that Gainesville, which is a thriving city of 15,000 inhabitants, wants and needs a street railway. He says that the people want to build an interurban from Gainesville to Dallas via Pilot Point, which has about 4000 people, and Denton, about 10,000 people, while Dallas has 100,000. The road would run through a very fine fruit and vegetable country, a section which is capable of sustaining a very large population. He also writes that the people of Gainesville will give substantial encouragement to these enterprises.

Altus, Roswell & El Paso.

Mr. H. H. Fielder, chief engineer of the Altus, Roswell & El Paso Railroad Co., Altus, Okla., writes the MANUFACTURERS' RECORD thus: "We have just completed our first grading between Altus and Hollis, Okla., 35 miles, covering about 12,000 cubic yards per mile, three degrees maximum curvature and a 1 per cent. maximum grade. Mr. Edward Kennedy is president, and has just signed contracts with citizens of Lubbock, Texas, and also other points along the proposed line to build to their towns in the near future. Engineers are in the field locating west toward Roswell, N. M. We invite bids from reliable contractors to construct bridging and track complete for rolling stock between Altus and Hollis, Okla., our first division, work to begin as soon as contract can be signed. We have a 1700-foot pile trestle four miles west of Altus across the Salt fork of Red river. Together with this bridge, the bridging will average 150 feet per mile. The company will use 60 or 65-pound relay steel."

The letter also says that on August 1 Mr. Fielder succeeded Mr. E. K. Stinson in the position of chief engineer.

Mineola to Paris, Texas.

Mr. M. J. Healy, Quitman, Texas, writes the MANUFACTURERS' RECORD that a company has been organized to build a railroad from Mineola, Texas, to Paris, Texas, about 85 miles, through a coal and lumber belt. It will traverse Wood, Hopkins and Lamar counties, and survey is now being made. The right of way, he says, has been secured and about \$150,000 cash, and he would like to communicate with a reliable man or a construction company willing to join in the enterprise and look over the ground in the near future. It is desired to complete the first 10 miles as soon as possible, for which Mr. Healy says there is sufficient money on hand to do the grading. Ties and bridge timber can be obtained along the right of way on the entire line, which will be strictly a coal and lumber road. The officers are William Lloyd, president; M. J. Healy, assistant to the president and general manager; T. A. Stephens, vice-president; John W. Smart, secretary and treasurer. Address Mr. Healy.

New Street Railway at Huntsville.

Ed. L. Pulley and associates have been granted franchises at Huntsville, Ala., to build and operate an electric railway on Madison street or Oak avenue; also on Gallatin, Holmes and Church streets; besides, to build and operate an electric-light and power plant. It is said that Mr. Pulley is now in New York for the purpose of financing the entire proposition, but it is reported that the money for the electric railway is already provided. It will reach the fair grounds, and is to be in operation early in October. The conditions of the franchise require that the railway and the

plant must be in operation within a year. This is the enterprise previously reported as the Huntsville & Chattanooga Interurban Electric Railway & Power Co., and it is understood a long line is contemplated.

Future of Texas Southern.

The Marshall & East Texas Railway Co. has been incorporated in Texas to operate the Texas Southern Railway; capital \$75,000; headquarters at Marshall, Texas. The incorporators of the company are Osce Goodwin, J. F. Strickland, M. B. Templeton, J. W. Ogburn and J. J. Carter of Dallas, Texas; Albert T. Perkins, John F. Shepley and N. A. McMillan of St. Louis, Mo.; E. Key of Marshall, Texas, and C. H. Morris of Winnsboro, Texas.

Mr. Templeton is reported as saying that the line, which is now 74 miles long from Marshall to Winnsboro, will be much improved and ultimately will be extended to the Gulf of Mexico. It may also be extended northward. There is a rumor that the road will be allied more or less with the St. Louis, Brownsville & Mexico Railway.

To and From Savannah.

The Merchants & Miners' Transportation Co. announces that under a schedule put in effect August 25 steamers will leave Baltimore for Savannah every Tuesday, Thursday and Saturday, and returning will leave Savannah on the same days. This is an increase of one sailing per week in each direction. Steamers will also leave Philadelphia for Savannah every Tuesday and Friday, and returning will leave Savannah for Philadelphia every Wednesday and Saturday.

Monroe to Hope.

Concerning press reports that arrangements had been completed for building the Monroe, Farmerville & Hope Railroad, Mr. D. H. Nichols, Monroe, La., informs the MANUFACTURERS' RECORD that while the Ouachita Railroad Construction Co., a New York corporation, contemplates building a railroad from Monroe, La., to Hope, Ark., arrangements for construction have not been definitely made, and the reports are premature. It is, however, expected to complete the survey and have a definite location in the near future.

Railroad Notes.

H. G. Duke has been appointed traveling freight agent for the Southern Railway at Montgomery, Ala., succeeding Geo. N. Quigley, resigned.

The Baltimore & Ohio Railroad Co. is building a stone bridge of three spans over Tray run, between Tunnelton and Rowlesburg, W. Va. A curve is also being eliminated at Eighty Cut.

The Carolina, Clinchfield & Ohio Railroad Co. has filed a mortgage in Tennessee to secure \$15,000,000 of bonds, of which \$10,000,000 were recently underwritten by Blair & Co. of New York.

The Burrs Ferry, Brownell & Chester Railroad Co. will, it is reported, build about 27 miles of track from Turpentine to Brownell, Texas, work to begin October 1. Grade and bridges are completed.

The Louisville & Nashville Railroad Co. contemplates, it is reported, building a roundhouse of 18 stalls and a turntable at Paris, Tenn., where a freight depot costing \$20,000 has just been completed. The new depot measures 40x170 feet.

A dispatch from Georgetown, S. C., says that H. C. Case of Philadelphia has been investigating with a view to building a street railway in Georgetown, and the City Council has been asked for a 20-year franchise. The proposed line would

be about five miles long, making a belt around town.

The New Orleans Public Belt Railroad has been put in operation. Superintendent A. S. Phelps is reported as saying that every line with which the belt connects gave it business on the first day it was operated and cars were handled promptly.

The Louisville & Nashville Railroad Co., according to a report from Gadsden, Ala., will begin work on its new depot there early in September. The site also includes space for other buildings. The company's new depot at Talladega is now nearly finished. It is also said that some additional tracks will be constructed at Gadsden.

The Virginian Railway is rushing work on the western end of its line, and it is said that the tracklayers have been putting down a mile and a half a day between Belspring and Eggleston. The Virginia Bridge & Iron Co. has completed the Beaver Dam bridge and track has been laid one mile east thereof, where the same company will build a combined viaduct and bridge 600 feet long.

A dispatch from Wagoner, Okla., says that the Missouri, Kansas & Texas Railway has begun work on the site for switching yards and a roundhouse. It is further said that there will be 60 side-tracks, each one and one-half miles long, and a 24-stall roundhouse. The machine shops will be 300x420 feet. This work is the result of deciding to move the division terminals from Muskogee to Wagoner.

PHOSPHATES

Plant Under Construction.

A dispatch from Cordele, Ga., states that work is in progress on the Cordele plant the Read Phosphate Co. of Nashville, Tenn., is to rebuild. The main building will be four stories high, of wood construction, and connected with a large dump shed. The engine and boiler house will be of fireproof construction, and in separate buildings will be located the tanks, millhouse and offices. It is said all equipment has been purchased, and will be shipped in 30 days; capacity will approximate 25,000 tons per season. Messrs. Hugger Brothers of Montgomery, Ala., are the contractors, and J. F. T. Clement, at present at Cordele, is general superintendent for the Read Phosphate Co.

Standard Phosphate & Chemical Co.

The stockholders of the Standard Phosphate & Chemical Co. have held their annual meeting and elected the following directors for the ensuing year: James E. Gorman, Lucien I. Yeomans, David H. Williams, Edwin Nicodemus, William E. Pierce and Edward A. Turner, all of Chicago, and Thos. J. Tyne of Nashville, Tenn. Mr. Turner has been elected president; Mr. Pierce, treasurer, and Mr. Nicodemus, secretary. This company operates brown and blue phosphate properties in Maury and Hickman counties, Tennessee, and its offices are at 1460 Monadnock Block, Chicago, Ill.

Fertilizer Plant for Norfolk.

The establishment of a fertilizer plant at Norfolk, Va., is proposed by the Kanan Company, which has incorporated with an authorized capital stock of \$100,000; details have not been announced. Officers of the company include J. R. Chamberlain, president, and F. I. Moring, vice-president, both of Raleigh, N. C., and George K. McMurren of Norfolk, secretary and treasurer.

It is reported that a colony of 250 families of Roumanians will be established upon 7000 acres of land near San Angelo, Texas.

MINING

Ore and Sulphur Production in 1907.

Statistics presented by a recent iron-ore bulletin of the United States Geological Survey show that the iron ore produced in the United States in 1907 amounted to 51,720,619 long tons, valued at \$131,996,147 at the mines.

The stock of ore at the mines on December 31, 1907, amounted to 3,033,110 long tons, as compared with 3,281,789 tons similarly held on December 31, 1906, and 3,812,281 tons on December 31, 1905.

During 1907 the United States imported more than 1,200,000 long tons of iron ore. Of this total, over half was from Cuba and about a third from Spain. About 116,000 tons came from British North America, and the remainder was from numerous smaller sources of supply. The exports during the year amounted to 278,208 long tons, a slight increase over the exports of 1906.

The production of manganese in the United States in 1907 amounted to 5604 long tons, valued at \$63,369. Compared with the production in 1906 this is a decrease of 1317 long tons, or 19 per cent., in quantity, and of \$24,763, or 28 per cent., in value. The production was, however, in excess of that of any other year since 1902 except 1906.

As usual, the bulk of the production—4604 long tons, valued at \$56,469—was in Virginia. South Carolina joined the ranks of producers for the first time since 1903, and its output of ore—800 long tons, valued at \$4800—was greater than in any previous year. Tennessee and California also showed increased production in 1907. On the other hand, Georgia and Arkansas, which contain some of the most important manganese deposits in this country, were not among the producers in 1907, although considerable manganiferous iron ore was reported from Arkansas. The Utah mines were idle throughout the year.

The importance of the sulphur industry in America has grown rapidly within the last few years, and the phenomenal production of 294,153 long tons in 1906 was nearly equaled by the production in 1907, which amounted to 293,106 long tons, while the value of the product increased from \$5,096,678 in 1906 to \$5,142,850 in 1907.

Sulphur was produced in the United States in 1907 in Louisiana, Nevada, Wyoming, Utah and Colorado, the output of each of these States, except Louisiana, being small.

In 1906 the United States exported 22,237 long tons of sulphur, valued at \$460,435; in 1907 the exports increased to 35,925 long tons, valued at \$734,749. Most of this sulphur went to France. As the total imports were only 22,523 long tons, it is apparent that the domestic production exceeded the consumption by 13,402 tons. The output of Louisiana sulphur has, therefore, reached a point where it is able to supply the domestic requirements.

Most of the pyrite mined in this country is consumed in the manufacture of sulphuric acid. The production of this mineral in 1907 amounted to 247,387 long tons, valued at \$794,949, a decrease in both quantity and value as compared with the output in 1906. Of the total output, 124,740 tons, valued at \$372,586, was furnished by Virginia; 51,050 tons, valued at \$174,549, was furnished by California; New York and Massachusetts furnished 30,671 tons, valued at \$126,991, and Alabama and Georgia 28,281 tons, valued at \$85,307.

Coke in West Virginia and Alabama.

West Virginia ranks next to Pennsylvania in the list of coke-producing States, and will probably continue to hold second

place, according to E. W. Parker, chief statistician of the United States Geological Survey.

The coke production of West Virginia in 1907 amounted to 4,112,896 short tons, valued at \$9,717,130, an increase of 399,392 tons, or 10.75 per cent., in quantity and of \$1,524,174, or 18.60 per cent., in value over the production of 1906. There were 142 coking establishments in the State in 1907, an increase of one over 1906. The total number of completed ovens in the State decreased from 19,714 in 1906 to 19,688 in 1907.

The effect of the monetary disturbances in the latter part of 1907 was felt in Alabama more acutely than it was in West Virginia, and while West Virginia's production increased substantially, Alabama's fell off slightly, from 3,034,501 short tons in 1906 to 3,021,794 tons in 1907, a loss of 12,707 short tons. Owing, however, to the abnormally high price which prevailed during the first part of the year, the value of Alabama's coke product increased from \$8,477,899 in 1906 to \$9,216,194 in 1907, a gain of \$738,295, or 8.7 per cent.

Purchased 136,900 Acres.

J. H. Adams, vice-president of the Indianola Trust Co., Ardmore, Okla., and associates have purchased 136,900 acres of land in Presidio county, Texas, with a view to development. The land is underlaid with bituminous coal, and is 25 miles from railway transportation, but Pittsburgh parties were mining the coal some years ago. The properties lie along the Rio Grande valley, and is subject to irrigation, which is the main object of the purchasers.

Buys 10,000 Acres of Coal Lands.

The Cahaba Screened Coal Co. of Birmingham, Ala., R. G. Middleton, president, is reported to have closed negotiations for the purchase of 10,000 acres of coal lands in Jefferson, Shelby, Tuscaloosa and Bibb counties, Alabama. It is stated that the property contains valuable coal deposits, and will be developed on an extensive scale.

For Anthracite Coal Shippers.

The Rhode Island Company of Spray, N. C., wants to correspond with shippers of anthracite coal.

Barboursville Industries.

[Special Cor. Manufacturers' Record.]

Barboursville, Ky., August 24.

Lexington and local capitalists formed the Barboursville Water-Works Co. last week with a capital stock of \$25,000, and work will begin immediately on the installation of a system. Messrs. Geary and Chenault of Lexington and Dishman, Cole and Sampson of this city were elected directors. Arrangements for the system have been perfected.

There is much building activity in this city and vicinity; in fact, more money is now being invested this way than ever before, and there is no evidence of bad effects from the recent financial depression. Among new structures going up is the Jones building, a three-story concrete and steel hotel, the largest in the city; the A. E. Brown dormitory, consisting of four stories, and furnishing greatly increased facilities for the Barboursville Institute, and numerous business and residence structures.

The Barboursville Brick & Tile Co., the largest concern in the State of the kind outside Louisville, has increased its facilities lately and, with various other manufacturing industries, gives employment to a large number of men. Among the possibilities of the future is a glass factory.

W. S. HUDSON.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Softwood Distillation During 1907.

In the distillation of pine and softwoods generally turpentine is the leading product, with charcoal, oils and tar as products of secondary importance. Long-leaf pine supplies the bulk of the raw material, though other species of pine as well as other conifers are used. On the whole, the showing for 1907 in this branch of the industry was satisfactory. While the inquiry disclosed only 31 plants in operation, as against 32 in 1906, the quantity of wood consumed increased from 50,234 cords to 61,149 cords, or 21.7 per cent. This increase was accompanied by an advance in the average cost per cord from \$2.58 to \$3.44. The total yield in 1907 of turpentine, the leading product, was 654,711 gallons, as against 503,427 gallons in 1906, an increase in quantity of 151,284 gallons, or 30.1 per cent., while the average value per gallon remained substantially the same—about 47 cents. The production of tar and oils increased from 773,128 gallons, valued at \$81,797, to 1,152,752 gallons, valued at \$127,531. The production of charcoal also showed marked increase, from 791,887 bushels, with a value of \$44,381, to 1,158,364 bushels, with a value of \$102,411.

The leading States in this branch of the industry are North Carolina, Florida and Georgia, in the order named, Georgia and Florida having exchanged places since 1906.

This is a preliminary summary for the year ended December 31, 1907, and was compiled by the Bureau of Census, with the assistance of the Forest Service of the Department of Agriculture.

A \$500,000 Timber Deal.

An important timber deal, involving an expenditure of \$500,000, is reported from Beaumont, Texas, in the purchase of about 12,000 acres of yellow-pine timber lands in Louisiana by J. M. West of Houston, Texas. The property was sold by the C. L. Smith Lumber Co. of Merryville, La., and in addition to the timber, which, it is said, will amount to about 150,000,000 feet, includes a modern saw-mill and tramroad.

Anti-Sap Staining Process Not Patentable.

By a decision of the United States Circuit Court for the western district of Michigan it was held that the process of preventing sap staining in green lumber by immersion in a weak solution of bicarbonate of soda is not patentable, and that it is free for the use of any lumbermen desiring to employ it.

Uses of Dogwood Timber.

J. Stanton Cottrell, Owensboro, Ky., wants information regarding uses of dogwood timber, with a view to developing a market for such timber to be cut as the market demands.

To Build Water-Power-Electric Plant

E. F. Strother of Batesburg, S. C., has decided to begin the development of the water-power he purchased recently. This property is located on the Southern Railway, nine miles from Batesburg, and the electricity is to be transmitted to that city for power and lighting. He is now ready to consider estimates on the water-wheels, electric generators and other machinery required.

The League of Georgia Municipalities will hold its next annual convention in Albany on October 6, 7 and 8.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

ש. חורביץ
יפו א'

סוכן לאימפורט-אקספורט

וקבלן

לכל דבר השיק

לעבודת אדמה, נטיעים, מסחר,
חרשת ומשלוח סחורות

In illustration of the wide reading given the MANUFACTURERS' RECORD is printed this exact reproduction of the letterhead of a merchant in Palestine, every word of which is found in the original of the five books of Moses. The letterhead and the translation of that, as well as of the letter itself, is as follows:

"July 22, 1908.

"Samuel Hurwitz,

"Jaffa, Aretz Isroyel:

"Soken l'import—akspart, u Kvalen lecol deber Hishayk: l'abodos adama, nitiyim, meseker, hereshes, umishloak sekeros."

Translation:

"S. Hurwitz—Jaffa, Land of Israel (Palestine), import and export agent, handles everything pertaining to working the land (agriculture), planting, commerce, industry (manufactures), and attends to forwarding merchandise."

I am pleased to acknowledge receipt of the MANUFACTURERS' RECORD, and give you my best thanks for it. I found much in it that was of interest, and I look for great things from the world-famed American manufactures, and I hope these will cause business relations to be established on a firm basis.

I am sorry, however, I found nothing in the journal relating to agricultural machinery or colonial supplies, these being the line of goods to which I devote my main attention. In order to save delays of mail and otherwise, and to elicit the co-operation of your valued periodical, I permit myself to lay before you my needs, and hope to get catalogues on the specialties, with prices and terms, which are of greatest interest to me, later on through your assistance. I give the names of the firms below.

It would please me greatly to be able in this way to establish some new and mutually profitable business relations.

Please let me know the price of subscription to the MANUFACTURERS' RECORD for Turkey, and also your advertising rates.

With may thanks,

Very respectfully,

SAMUEL HURWITZ.

I would like to get information, catalogues and terms from the following factories and firms:

Construction Iron.—Baltimore Bridge Co.

Concrete, etc.—Warthen Block & Tile Co., Clinton Wire Cloth Co., Atlas Portland Cement Co., Edison Portland Cement Co.

Ice Cooling Machines.—Brown-Cochrane Company.

Gas Motors.—De la Vergne Machine Co., Weber Gas Engine Co.

Woodworking Outfits.—H. B. Smith Machine Co.

Hydraulic Machines and Presses, Coal and Coke.—Tennessee Coal & Iron Co.

Air Motors.—Sullivan Machine Co. Locomotives and Transportation.—

"Baldwin" and others.

Artificial Stone Machinery.—I. C. Steele & Son, E. M. Vreese & Co.

Reservoirs of Wood and Steel and Windmills.—Cypress Lumber Co.

Street Rollers.—Austin-Western Company.

Wagons.—Atlantic Equipment Co.

Well Tubing.—Williams Bros., Cyclone Drill Co.

Stoves, Lamps.—Standard Oil Co.

Our Eastern friend, who still adheres to the old Hebrew language of 4000 years or more ago, has evidently studied the MANUFACTURERS' RECORD with much care. His letter is simply one of the many that are constantly coming to us from far distant lands.

Wanted for Argentine Trade.

Jacobo Kapelus, 523 Las Heras, Mendoza, Argentine:

"My principal desire at present is to get agencies for shoe leather, printing and writing paper, wagonmakers, ironware, tools, supplies and materials, wood and bronze furniture, glassware, textiles, shoes and accessories, conserves and foods, oil-cloth, cutlery, firearms, kitchen furniture and household supplies. I have done business in Argentine for many years, and I know the trade and the various conditions of the country, and I am convinced that the goods named will find a splendid outlet here. The only practical way to accomplish this in the beginning is to send goods here on consignment in order to get them on the market and make people acquainted with them. This is the plan that has been adopted by many leading firms in North America and in Europe with fine success.

"I wrote the National Association of Manufacturers of New York (170 Broadway) some time ago and sent it a number of references, so that it could confidentially recommend me to anyone who might desire to enter into business relations with me. In addition you could apply to the Banco Anglo Sud Americano, Ld., Mendoza, for more particulars."

Knitting Machinery and Watches.

Jose Maria Olivieri, Rubio, Iachisa, Venezuela:

"I would like to introduce a line of machines for making stockings; they must be of the simplest kind, for we have no mechanics at this place who understand them. We wish the lowest prices. We should like to know the net cost of machinery, price of thread per pound, and how many dozen a day each person can make. This will be a great enterprise here, for we now have no such industry; do not make anything, not even a needle for sewing. If you recommend me to anyone, please have them write me in Spanish. If an American firm would only establish a branch at Maracaibo, it would greatly help introducing their goods. No one takes any interest in introducing novelties here for factories which deal directly with families. I would like to get an illustrated catalogue to aid me in the work, and would appreciate it if you would help me. I am also interested in American watches, and would like to get an Ingersoll catalogue."

Agricultural and Mining Machinery.

Ferrara y Garcia Rodriguez, Apartado 355, Monterey, N. L., Mexico:

"Our principal business will be carried on agricultural machinery and implements and mining machinery. We are working to obtain the representation of American houses, having at present a few of them; but we want a complete assortment, especially in agricultural machinery."

MECHANICAL

Electric-Driven Milling Machines.

Many direct, as well as indirect, advantages resulting from driving machine tools by electric motors have resulted in a gradual improvement in the methods of attaching the motors.

In many instances the characteristics of the motors have been such that modifications could be made in the tools to such an extent that they were considerably sim-

illustration, mounted at a point convenient to the operator.

In addition to the speed variation obtained in the motor, there are change gears, giving speed variations of about 7 to 35 revolutions per minute, and the feed may be varied from $\frac{1}{2}$ to 14 inches, as may be required. The miller is particularly adapted to such heavy work as paneling locomotive side rods, which is perhaps as heavy work as such machines are called upon to do. The tool is powerful

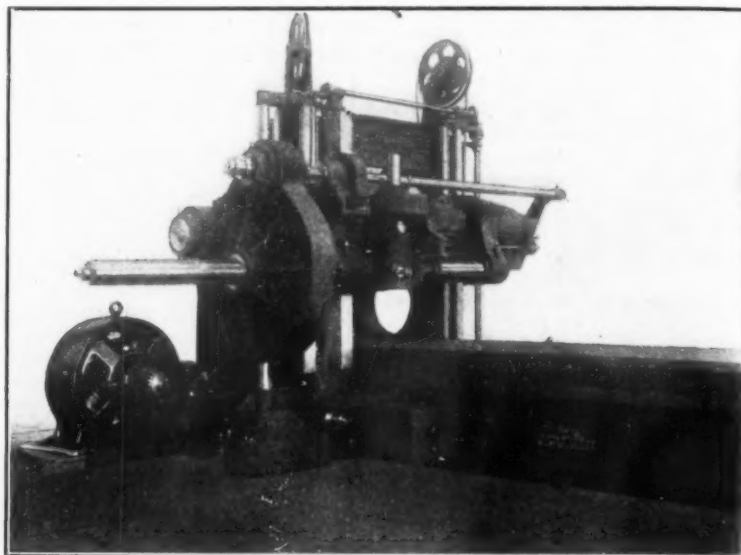


FIG. 1.—ELECTRIC-DRIVEN MILLING MACHINES.

plified, as well as their productive capacity increased, by considering the motor and the tool as a unit in making the original designs. These applications may be contrasted with the somewhat older method of applying a motor to a standard belt-driven tool.

As direct and alternating-current motors have characteristics of a different nature, the method of applying these two different types of motors is materially different. For that class of service requiring a variable cutting speed, the direct-current adjustable-speed motor is especially well

enough to remove 45 cubic inches of steel per minute when taking a slabbing out.

With the alternating equipment, as shown in Fig. 2, the speed of the motor is fixed, and it is necessary to supply a suitable run of gearing, which may be operated by a lever to obtain the required changes in speed. As before, the speed range runs from 7 to 35 revolutions per minute of the tool.

Railway Cutting-Off Saw.

Herewith is an illustration of a popular style of cutting-off saw, and was first

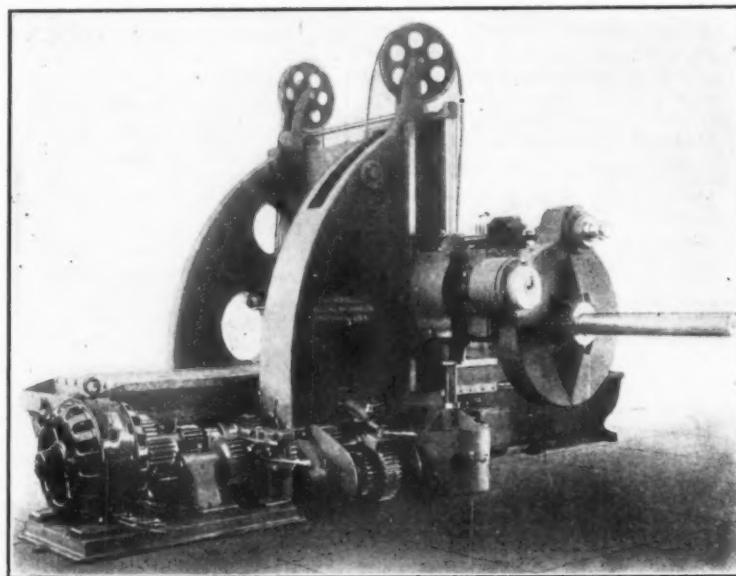


FIG. 2.—ELECTRIC-DRIVEN MILLING MACHINES.

adapted. A good example of this is shown in Fig. 1, where a 50-horse-power motor manufactured by the Westinghouse Electric & Manufacturing Co. of Pittsburgh, Pa., is shown applied to a heavy milling machine manufactured by the Ingersoll Milling Machine Co. of Rockport, Ill. The motor has an initial speed variation of from 500 to 1000 revolutions per minute, the speed being controlled by means of a drum-type controller, not shown in the

designed for use in railway car shops; hence its name. It is particularly advantageous in sawing off long or heavy timbers which cannot be conveniently moved to the saw.

The frame is of modern design, being cast whole and internally ribbed, which, with the broad girts, make a rigid support for all the working parts. Provision is made to support a wood table to cover the mandrel, on which a fence can be

fastened, also stops, etc., for gauging the material being sawed.

The mandrel is of high carbon machinery steel, one and one-quarter inches where the saw goes and one and three-eighths inches in the bearings, and is belted strong enough to drive a 20-inch saw. The bearings are of ample length, babbitted and connected by a yoke.

The yoke is fitted with adjustable ball-bearing rollers, which are grooved to fit the ways; hence the movement of the saw, which is 30 inches, is not only *very easy*, but likewise *accurate*; hence this machine will do the most accurate kind of work.

The swinging frame is the H. B. Smith method of belting the movable saw. This swing frame is provided with idle pulleys, so placed as to maintain the same tension of belting regardless of the position of the saw. It is hinged to extensions of the boxes, concentric with, but not on the shaft, thus insuring great durability. The top of this frame is provided with a rod and handle, by which the saw is drawn through the work. This swinging frame is counterbalanced by two long springs,

claims as sustained, and then concedes that the petition for writ of certiorari, which was stated as the primary object of the existence of that association, had been denied by the Supreme Court of the United States, and the decision of the United States Circuit Court of Appeals thereby upheld.

Having failed in the primary object of its organization, the association invites additional contributions, and declares its determination, first, to resist all attempts on the part of the Cameron Company to have the case reopened, so far as the apparatus claims are concerned, unless the whole case is reviewed; second, to resist all attempts on the part of the Cameron Company to obtain an extension of its patent.

In a circular-letter dated July 21, addressed by the executive committee to all the authorities believed to be interested, the association declared its intention of formulating a plan of future procedure upon more prominent lines than hitherto drafted, and in addition to its declared intentions mentioned in its statement outlined the following:

with increasing funds to assist in securing equity in this field of municipal sanitation there will also be accumulated data to permit a well-formulated plan of procedure to be outlined and submitted at a future date, and which program shall have for its purpose a minimum outlay by all members of the association in dealing with this question."

Furthermore, an invitation is extended to infringing municipalities and individuals to avail themselves of the advice and counsel of the association, adding that it is its intent and purpose to render all possible advice and assistance in the equitable adjustment of claims for past use of the Cameron process, and suggesting that all negotiations and correspondence with the Cameron Company be carried on through the executive committee of the association.

The Association for the Defense of Septic Process Suits consists mainly of a few engineers, who, having freely recommended the adoption of the septic process, have as freely advised their clients to disregard the Cameron patent covering that process. With supreme indifference for the application of the law to such matters they long

United States Circuit Court of Appeals. For the accuracy of these statements we very confidently refer to the municipalities involved.

Since the decisions in our favor many settlements have been effected, and not one complaint has been made that our demands have been in any way unreasonable; they have been made by municipalities who prefer to accept the decisions of the courts and spend their money legitimately rather than for the support of an organization that, having failed in its original purpose, is now making frantic efforts to rescue the professional reputations of a few of its members from the effects of their own indiscretions, and is doing everything in its power to obstruct the legitimate business of the Cameron Septic Tank Co.

The very engineers who obtained their knowledge of the septic process from Cameron are the ones who, while utilizing that knowledge for infringements, have kept the Cameron Company in litigation for the past five or six years, and are now seeking to force us into further unnecessary litigation by inciting their clients to resist our just and reasonable demands.

The Cameron Septic Tank Co. has offered to settle with infringing municipalities on liberal terms. Many have accepted that offer, while others have been induced to support the Association for Defense of Septic Process Suits, hoping thereby to avoid payment of our claims.

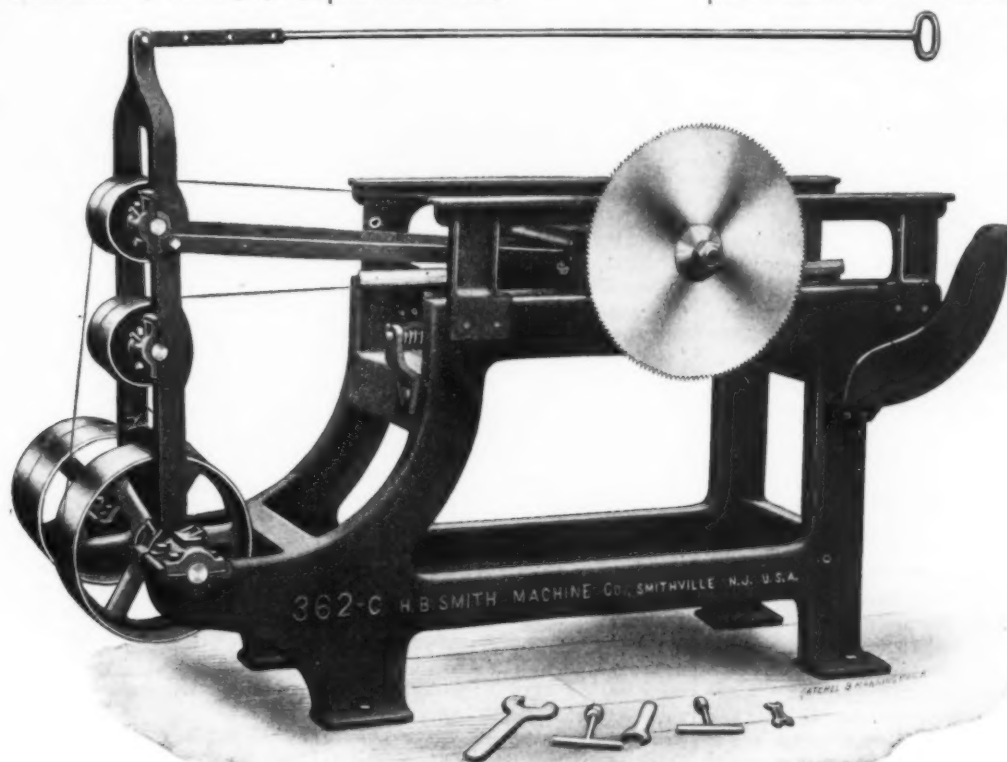
The large majority of engineers, while sincere in their belief that the septic process was unpatentable, are now willing to accept the decisions of the United States courts, and are not in sympathy with the guerrilla warfare being waged on the Cameron Septic Tank Co. by the association. Their belief in the unpatentability of the septic process was probably due to their having confounded it with putrefaction, which they have very properly insisted is a natural process, and has always existed. We are quite willing to admit that putrefaction is a natural process, and always has and always will take place in any inert mass of organic matter. It exists in the remote recesses of cesspools and in tanks used for the sedimentation of sewage solids unless removed at frequent intervals. It is this process of putrefaction that was so universally condemned by all the authorities on sewage disposal methods prior to the introduction of the septic process, as dangerous to the public health, and we might add that unless intelligently combined with oxidation or nitrification it is equally dangerous today.

"Septic action" is entirely distinct from the natural process of putrefaction; the latter is the act or process of putrefying, or the development of anaerobes within an inert mass of organic matter; septic action, on the other hand, is the action of the so-developed anaerobes on a slowly moving, or, as expressed in the patent, a flowing current of sewage, and when combined with subsequent aeration and filtration, constitutes what is known as the septic process. As pointed out in the decision of the United States Circuit Court of Appeals, it consists in "the use of one of the agencies of nature for a practical purpose."

By an ingenious arrangement Mr. Cameron succeeds in utilizing the otherwise dangerous and universally condemned process of putrefaction by intelligent combination with subsequent oxidation, and what in nature was a menace to the public health has become an important part of a process for the disposal of sewage that has completely revolutionized the art.

The process as sustained by the courts is described in the specifications of the patent as follows:

"The invention consists in certain meth-



RAILWAY CUTTING-OFF SAW MACHINE.

one front and the other in the rear, both of which come in contact with the yoke, so as to make the movement equable and easy.

One 20-inch saw is provided with each machine. The countershaft is attached and consists of a substantial steel shaft, a driving pulley, a fast and patented loose pulley, with bearings babbitted and self-lubricating. Fourteen feet of five-inch belting is required for belt from the driver to the pulley on mandrel.

The H. B. Smith Machine Co., Smithville, N. J., manufactures the machine described.

Septic Process Suits.

Editor Manufacturers' Record:

A statement of the Association for the Defense of Septic Process Suits appeared in a recent issue of *Engineering News*. After reciting in brief the opinion of the trial court, the reversal of that opinion as to the process claims by a unanimous decision of the United States Circuit Court of Appeals, and the denial of a petition for rehearing, the association proceeds to place its own construction on the process

"Resistance to attempts, if made, on the part of the Cameron Company to collect royalties for the past use of the so-called septic process in amounts exceeding the cost of cleaning out settling tanks with a frequency which would obviate an infringement of the said patent."

"An attempt to formulate a plan of united action by which, through litigation or otherwise, there can be arrived at a clearer understanding than now exists as to what tanks and what methods of operation constitute obvious infringement of the patent in question."

"In view of the uncertain attitude or position in which the whole subject of infringement is left apparently by the decision of the Circuit Court of Appeals, it seems necessary that this association should secure data in connection with its other objects above outlined for arriving at a reasonable conclusion in the premises regarding the status of numerous tanks already in existence, and which conclusion shall be fair and logical both from a legal and engineering point of view."

Adding that:

"With an increasing membership and

ago decided that the septic process was unpatentable. The United States courts have decided otherwise.

Directly following a recent meeting of the association in Columbus, Ohio, a full column article appeared in a Columbus paper with scare headlines.

This article outlines the result of the Cameron Septic Tank Co.'s suit against Saratoga Springs, and states that the association had placed in the hands of Senator O. E. Harrison, special counsel in the office of the Attorney-General, a list of 35 cities and towns in the State that have either installed septic-tank plants or are proceeding under plans including the process.

It is further stated that "the company making the claim has become very extravagant now in its demands since it has won a decision in the United States Court of Appeals," and that it "is asking from Columbus \$40,000."

As a matter of fact, no demands whatever have been made on the city of Columbus, nor is there any foundation for the statement that our demands have become extravagant since the decision of the

ods of developing in a flowing current of sewage bacteria capable of dissolving the mass of solid organic matter contained therein, of subsequently utilizing the so-developed bacteria in liquefying the mass of organic matter contained in the flowing current, and of further purifying the effluent liquid."

Claim No. 4 of the patent reads:

"The process of liquefying the solid matter contained in sewage, which consists in secluding a pool of sewage having a non-disturbing inflow and outflow from light, air and agitation until a mass of micro-organisms has been developed of a character and quantity sufficient to liquefy the solid matter of the flowing sewage, the inflow serving to sustain the micro-organisms, then subjecting said pool under a non-disturbing inflow and outflow and under exclusion of light and air to the liquefying action of the so-cultivated micro-organisms until the solid organic matter contained in the flowing sewage is dissolved, then subjecting the liquid outflow to an aerating operation, and then to a filtering operation."

We make the foregoing statement not only for the purpose of pointing out to your readers that there are two sides to this question, but to invite their attention to the fact that the decision of the United States Circuit Court of Appeals is merely a statement of the court's reasons for sustaining the process claims of the patent, and should not be taken as in any sense superseding those claims. The patent itself is so clear and distinct that there can be no reasonable ground for doubt or uncertainty either as to the scope of the claims themselves or as to the intent and meaning of the court's decision when considered with them. Any questions arising should be decided by competent patent counsel.

Having expressed the opinion so positively, and for so many years, that the septic process was a natural one and could not be patented, the coterie of engineers who have organized the Association for Defense of Septic Patent Suits, and have become the self-appointed champions of the municipalities they have so unfortunately misled, can hardly be expected to look favorably on a decision that has had the effect of so completely discrediting them, and their claims that the decision has left them uncertain as to what constitutes infringement and what does not seems only natural. In ordinary business transactions we select as advisers men whose judgment can be relied on, and not those who, having placed us in an unfortunate position, are naturally more interested in justifying their own past errors than in a businesslike adjustment of difficulties for which they are so largely responsible. It would seem, therefore, that their final advice that all negotiations and correspondence with the Cameron Company be carried on through the executive committee of the association should be accepted at its true value.

CAMERON SEPTIC TANK CO.

BUYING COAL ON HEAT-UNIT PLAN

How Washeries Improve Steaming Qualities.

Coal for a power plant is used solely with a view to producing a maximum amount of steam at a minimum cost for material, labor and repairs. The percentage of ash, moisture, fixed carbon, the character and quantity of clinker, enter into the problem. This is complicated by difficulties surrounding mining and transportation and handling of coal in the boiler-room, so that it is not always possible to have the proper grade of coal.

An effective method of sampling and testing coal to determine its steaming qualities and a basis of settlement whereby

the coal is paid for in accordance with its steaming properties would seem to be a fair basis for the purchase of fuel.

It is estimated that between 4,000,000 and 5,000,000 tons of coal are purchased in the United States annually on the basis of analysis, and paid for on the basis of heat-producing qualities. The United States Government is buying coal for its Washington departmental buildings on this basis. Other large consumers doing likewise are the city of Boston; Louisville (Ky.) Light & Water Co.; Anheuser-

12,500, and absolute rejection when running below 11,000. It was also stipulated that 30 cents would be deducted from every ton of coal, or fraction thereof, running above 12 per cent. of ash. Certain stipulations with regard to moisture, with bonuses and penalties, were also made.

At Banner, Ala., in 1905 a Stewart type coal washery was built for the Pratt Consolidated Coal Co. of Birmingham by the Roberts & Schaefer Company, Old Colony Building, Chicago. Since then this plant has shipped over 475,000 tons of washed



COAL WASHERY AT BANNER, ALA.

Busch Brewing Co., St. Louis; Albert Lea Light & Power Co., Milwaukee; Birmingham (Ala.) Light & Power Co.; New Orleans (La.) Railway & Light Co., and American Sugar Refining Co., New Orleans. Details of contracts differ, but the substance is analysis of samples taken at regular stated intervals to determine the British thermal units per pound of coal and settlement in accordance therewith, with certain bonus payments and penalties, as the heat-raising value may be above or below that agreed upon, and with certain limits below which the fuel will be rejected entirely.

The Fuel Engineering Co. of Chicago was organized for the purpose of sampling and testing coal for large consumers, and the basis of its contract between buyer and consumer is the number of net British thermal units delivered for one cent. Regular tests are made at intervals, and at the end of each month the number of British thermal units delivered in accordance with these tests is paid for on that basis. An interesting table showing how prices and analyses are interrelated is seen in the following test made on four different grades of steam coal offered at certain prices per ton, with their respective analyses:

		Mols.	Dry	Dry	Net
		ture.	ash.	B.T.U.	B.T.U.
					for one
					cent.
Cartersville, Ill.,					
Ser'gs (A)....	14	16	12,103	\$1.65	120,330
Pana, Ill.,					
Ser'gs (B)....	13	19	11,296	1.40	131,406
Springfield, Ill.,					
Ser'gs (C)....	11	20	11,346	1.35	139,282
Decatur, Ill.,					
Ser'gs (D)....	12	23	10,863	1.30	136,115

The most economical coal was not determined by price, nor by analysis, but by a combination of the two, whereby in this particular instance coal "C" furnished the greatest number of British thermal units for one cent.

The careful inspection and testing of coal has given an impetus to coal washing.

Last spring the New Orleans Gaslight Co. advertised for bids for coal, calling for over 400 tons per day. It required the coal to have a calorific value of 12,500 to 13,000 British thermal units, with bonuses for every 100 British thermal units above 12,500, and deductions for every 100 British thermal units below

coal, a large amount going to New Orleans, and wherever it went it established a reputation for high and uniform quality. This was one of the coals tested by the New Orleans company, and the contract was finally given to the Pratt Consolidated Coal Co. for "Banner" washed coal. The penalties for failure to supply coal regularly and of uniform quality were so severe that it was only the assurance that the Pratt Consolidated Coal Co. had in the reliability of its washery (both as to quality of coal and continuity of operation) which permitted the company to make a price which secured the contract.

Herewith is a view of the Banner plant. To the right is the 1000-ton storage bin for washed coal; in the center is the coal washery, with its raw coal storage bins, water settling tanks and washed coal elevator delivering washed coal into washed coal storage bin. At the left and in the rear is the fine tippie, where coal is brought from the mine screened, the lump

transmission of power from motors to machinery.

In 1904 the Sayre Mining & Manufacturing Co., Sayre Mines, Ala., had erected a small two-jig Stewart washery, which was largely called for in the manufacture of coke. The decline in the coke market a year ago caused the company to seek wider fields for its product, and led to the testing of its coal for steam purposes. The coal was found to be so effective that in 1907 a contract was given the Roberts & Schaefer Company to double the washery. Early this year, when the Birmingham Light & Power Co. advertised for bids on 400 tons of coal per day, severe tests were made of this Sayre coal, among others. The contract was finally awarded the Sayre Company on a British thermal unit basis, with certain bonuses and penalties and restrictions very much similar to those imposed by the New Orleans Gaslight Co. An illustration herewith shows the Sayre washery. At the left is the elevated framework, carrying a conveyor which takes washed coal from head of elevator, at end of framework, across over railroad tracks to a 2000-ton storage bin. There is five days' supply of coal in this bin. In the center of the view is the old two-jig plant, with its raw coal storage bin and refuse elevator, while at the right is the new two-jig plant, and either can be operated entirely independent of the other. The capacity of the double plant is 1000 to 1200 tons per day.

Improved Grant Roller Bearing.

Last week the MANUFACTURERS' RECORD presented a description of the improved Grant roller bearing manufactured



IMPROVED GRANT ROLLER BEARING.

by the Standard Roller Bearing Co. of 50th street and Lancaster avenue, Philadelphia, Pa. The illustration accompany-



COAL WASHERY AT SAYRE MINES, ALA.

coal being delivered to railway cars and the slack coal to the washery. The washery is driven by electric motors, with several novel features in connection with

ing that description was an error, which was doubtless evident to readers. Herewith is presented the illustration of the improved Grant roller bearing, the details of which were stated last week.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECT

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Douglas, Ga.—Georgia & Florida Railroad Co., G. B. Hazellhurst, chief engineer, Douglas, will invite bids for construction of bridge across Alabama river.

Greensboro, Ga.—City contemplates voting in October \$50,000 bonds for erecting steel bridges and purchasing road machinery. Address The Mayor.

Johnson City, Tenn.—E. E. Ellsworth, City Recorder, will receive bids until September 3 for complete construction of reinforced-concrete girder for iron (or steel) I-beam and concrete bridge across Brush creek. (See "Machinery Wanted.")

Kansas City, Mo.—Union Pacific Railroad plans to build high bridge across Kaw river; contemplates structure 734 feet long, 30 feet above low water, piers sunk to bedrock; Russell L. Huntley, chief engineer, Omaha, Neb.

Lindale, Ga.—Champion Bridge Co., Wellington, Ohio, has received contract at \$4413 for constructing concrete bridge across Silver creek; specifications call for iron girders to support the concrete roadways; contract was also awarded to Champion Bridge Co. for removing present steel bridge to Silver creek, near De Soto Park.

Salisbury, Md.—Wicomico County Commissioners awarded contract to York Bridge Co., York, Pa., at \$4800 for construction of steel-plate girder drawbridge across Wicomico river at Salisbury; to have roadway 16 feet in the clear and sidewalk 5 feet wide. (Recently mentioned.)

Sapulpa, Okla.—City and St. Louis & San Francisco Railroad, J. F. Hinckley, chief engineer, St. Louis, Mo., will construct two viaducts at Sapulpa, each 24 feet wide, over company's tracks; railroad company will build viaduct proper and city will construct approaches.

Stanford, Ky.—G. B. Cooper, clerk Lincoln County Commissioners, will receive bids until October 1 for iron or steel bridge over Hanging Fork creek; two spans, each 32 feet long, 16 feet wide. (See "Machinery Wanted.")

Tampa, Fla.—Seaboard Air Line Railway,

W. L. Seddon, chief engineer, Portsmouth, Va., also plans to replace wooden bridges with steel structures, in addition to bridge construction at Grassy Island and other improvements noted lately; work to include nine bridges, costing \$225,000.

Tampa, Fla.—City awarded contract to Edwards Construction Co. of Tampa for construction of approaches and piers for bridge to be erected across the river from foot of Garcia avenue; estimated cost, \$26,000. (Lately mentioned.)

CANNING AND PACKING PLANTS

Hill Top, W. Va.—International Meat Co. incorporated with \$100,000 capital stock by Anton Kerestes, J. K. Letorchner, Alfred Krajsonics and others.

Kansas City, Mo.—Morris & Co. will, it is reported, expend \$500,000 in erection of plant to replace burned structure.

Louisville, Ky.—Lafourche Canning Co. incorporated with \$50,000 capital stock by C. C. Botts, James A. Botts and William B. Irwin.

Weatherford, Texas.—Louis J. Tackett will establish cannery with capacity of 1000 cans daily.

CLAYWORKING PLANTS

Granite, Va.—Brick—Cape Henry Granite Brick Co. is having plans prepared by B. F. Mitchell, Norfolk, Va., for fireproof structure to replace plant recently reported destroyed by fire.

Greenville, Miss.—Bricks.—Buckshot Brick Co. incorporated with \$30,000 capital stock by T. P. Reynolds, M. L. Aldridge and others.

Malakoff, Texas.—Bricks.—Malakoff Pressed Brick Co. will reconstruct and enlarge plant; capacity to be increased from 10,000 to 50,000 bricks per day.

COAL MINES AND COKE OVENS

Birmingham, Ala.—Cahaba Screened Coal Co., R. G. Middleton, president, has purchased and will develop 10,000 acres of coal lands in Jefferson, Shelby, Tuscaloosa and Bibb counties.

Deepwater, Mo.—John Hearst Coal Co. incorporated with \$4000 capital stock by John Hearst, Nellie Hearst and Thomas Hearst.

Dorfee, W. Va.—Dorfee Coal Mining Co. will increase capital stock to \$250,000.

Fairmont, W. Va.—Pennsylvania Coal & Coke Co. incorporated with \$100,000 capital stock by Frank J. Thomas, A. L. Thomas, M. C. Beatty and T. J. Prather, all of Meadville, Pa.

Jeffrey, W. Va.—Coal River Company incorporated with \$50,000 capital stock by J. M. Moore, W. A. Garrett, both of Raleigh, W. Va., and T. T. Lewis, W. H. Stephenson of Kilsyth, W. Va.

Little Rock, Ark.—H. L. Rimmel, president Mercantile Trust Co., and associates contemplate arranging for the development of coal lands in Logan and other counties.

Midland, Texas.—J. H. Adams, vice-president of the Indianola Trust Co., Ardmore, Okla., and associates have purchased 136,900 acres of coal lands in Presidio county, as reported last week; property is underlain with bituminous coal, which will be developed in the future; principal object of purchase is to irrigate the land and develop it.

Pennington Gap, Va.—Kenvir Coal & Coke Co., reported incorporated recently, is operating mine of 150 tons daily capacity formerly operated by Pennington Coal Co.; original cost of plant was \$30,000, and the company intends to increase monthly output; will also open a new mine, but will not be in the market for machinery or supplies for several months; W. J. Callison, Middlesboro, Ky., president; M. S. Callison, also of Middlesboro, vice-president; James R. Callison, Pennington Gap, treasurer and general manager.

Philippi, W. Va.—Modern Coal Co. incorporated with \$10,000 capital stock by A. N. Witherbee, Charles G. Blake and S. M. Thompson, all of Philadelphia, Pa.

COTTON COMPRESSES AND GINS

Blytheville, Ark.—Roberts Gin Co. incorporated with \$15,000 capital stock by W. D. Roberts, J. Roberts, W. B. Williams and H. W. Graham.

Caruthersville, Mo.—Union Gin Co., recently reported incorporated, has organized

with \$5000 capital stock; C. A. Tistadt, president; C. Huffman, secretary, treasurer and general manager; will erect four buildings; corrugated iron; cost \$5000; cost of machinery \$4000; capacity 75 bales. (See "Machinery Wanted.")

Haleburg, Ala.—Haleburg Farmers' Union Gin & Milling Co. incorporated with \$4000 capital stock by J. M. Skipper, T. A. Gamble, J. I. Jackson and others.

Paris, Tenn.—John T. Currier & Co. will establish two-stand cotton gin.

San Marcos, Texas.—Farmers' Union Gin Co. incorporated with \$10,000 capital stock by J. H. Barbee, H. J. Williams, B. Rylander and others.

Stanton, Tenn.—G. B. Kern will establish cotton gin.

Thorsby, Ala.—T. T. Stanley and others will establish cotton gin.

Washington, Ga.—A. S. Tatom Ginning Co. incorporated with \$3000 capital stock by A. S. Tatom, J. A. Terry, W. P. Harper and others.

Wilczinski, Miss.—Delta Gin Co. incorporated with \$5000 capital stock by Harley Metcalf, Clive Metcalf and others.

COTTONSEED-OIL MILLS

Atlanta, Ga.—Exporters' Cotton Oil Co. incorporated with \$150,000 capital stock, and privilege of increasing to \$1,000,000, by Edward Van Winkle, E. P. McBarnes and M. R. Wilkinson.

Gaffney, S. C.—Victor Cotton Oil Co., A. F. Kendrick, secretary, contemplates increasing capital stock from \$50,000 to \$100,000.

Jackson, Miss.—Jackson Oil & Refining Co. has purchased and will operate Jackson Cotton Oil Co.'s plant; improvements will be made.

ELECTRIC-LIGHT AND POWER PLANTS

Aiken, S. C.—City has appointed Solomon-Norcross Company, 1622 Candler Building, Atlanta, Ga., consulting engineer to estimate cost of municipal lighting plant; R. W. Wessels, chairman water-works committee.

Barnesville, Ga.—City awarded contract to Fort Wayne Electric Works, Fort Wayne, Ind., for improvements to electric-light plant.

Batesburg, S. C.—E. F. Strother will develop water-power and build electrical-transmission plant on Southern Railway nine miles south of Batesburg; has not purchased the machinery needed. (See "Machinery Wanted.")

Byromville, Ga.—Seymour Byrom contemplates erection of electric-lighting plant. (See "Ice and Cold-storage.")

Carthage, Mo.—Empire Electric Power & Supply Co., T. T. Luscombe, president, 112 West 4th street, has ordered machinery for development of Forest Mills water-power recently reported purchased; seven-foot rock dam will be raised and three-phase 60-cycle alternators installed; development at average low-water to be from 175 to 200 horsepower on seven-foot head; line to be in operation by November 15.

Chickasha, Okla.—Public Service Co. of Chickasha, C. T. Blake, president, Citizens' Bank Building, contemplates increasing capacity of gas and electric, water and ice manufacturing plants within next few months. (Recently reported incorporated.)

Clanton, Ala.—Clanton Light & Power Co., J. P. Van Derveer, general manager, will install one 40-horse-power automatic engine and one 100-horse-power internally-fired return tubular boiler.

El Reno, Okla.—Public Service Co. of Chickasha, C. T. Blake, president, Citizens' Bank Building, Chickasha, Okla., contemplates increasing capacity of plant within next few months.

Gurley, Ala.—F. A. Howe, Jr., Huntsville, Ala., will establish at Gurley the electric plant lately noted, capacity to be 200 lights and probably increased in future to 500 lights; gasoline engine and 220-volt direct-current engine.

Gadsden, Ala.—Coosa River Electric Power Co., R. H. Cobb, president, is having plans prepared by Solomon-Norcross Company, 1622 Chandler Building, Atlanta, Ga., for proposed water-power-electric plant on Coosa river at lock No. 2; proposes to develop 25,000 to 30,000 horse-power for transmission by electricity. (Recently mentioned.)

Hagerstown, Md.—O. E. Shiffler, C. E. Easterday and H. L. Moser will organize company to build electric-lighting plant.

Lakeland, Fla.—City has voted negatively on proposed issuance of \$15,000 bonds for electric-light plant. Address The Mayor. (Previously reported.)

Lakeview, N. C.—J. R. McQueen of Lakeview and J. B. Eastwood of Carthage, N. C., will build electric power plant to transmit electricity for lighting Lakeview, Vass and Cameron.

Linden, Ala.—O. A. & J. A. Johnson have petitioned City Council for permission to erect, equip and maintain an electric-light plant; estimated cost \$10,000.

Little Rock, Ark.—Mayor W. C. Faucette awarded contract to Ideal Engine Works of Springfield, Ill., for engine and to Fort Wayne Electric Works, Fort Wayne, Ind., for other machinery to be installed at electric-light and power plant. City Council appropriated \$12,000 for purchase of equipment. (Previously reported.)

Morganfield, Ky.—Morganfield Light & Power Co., it is reported, will install 100-kilowatt 500-volt direct-current generator to furnish power to adjacent mills.

Neosho, Mo.—Neosho Electric Light Co., S. W. Carver, manager, will, it is reported, install one horizontal tubular boiler for 100 pounds working pressure, 72 inches by 18 feet long, complete with all fittings.

Okolona, Miss.—City will install, it is reported, two 100-horse-power boilers at electric-light plant; Dr. T. M. Braty, purchasing agent.

Pablo Beach, Fla.—Pablo Development & Power Co., incorporated with \$60,000 capital stock; C. H. Mann, president; Oscar Seewald, vice-president and general manager; J. Denham Bird, secretary and treasurer.

Sherman, Texas.—City Council has ordered election on September 19 to vote on issuance of \$16,000 bonds for improvement of electric-light plant; J. B. Irvine, chairman Water and Light Commission.

FLOUR, FEED AND MEAL MILLS

Covington, Ky.—Licking Rolling Mills Co. incorporated with \$50,000 capital stock by John C. Droege, Fred J. Droege and William J. Droege.

Netherland, Texas.—Jefferson County Rice Land & Milling Co. incorporated with \$100,000 capital stock by Alfred Blaker, E. Rockhill and D. W. Glasscock.

Stratford, Texas.—Farmers' Mill & Elevator Co. incorporated with \$22,500 capital stock by George S. App, William Shook, Ed G. Sheldon and others.

FOUNDRY AND MACHINE PLANTS

Follansbee, W. Va.—Steel Tanks.—D. J. Sinclair, Steubenville, Ohio, is planning to establish plant for manufacturing steel tanks at Follansbee.

Fort Smith, Ark.—Sewer Pipe.—It is probable a plant will be established to manufacture sewer pipe for sewer extensions now in progress for city under direction of George Myers.

Jackson, Tenn.—Automobiles.—Southern Motor Co. organized to manufacture automobiles; building recently completed will be enlarged to twice present capacity.

Memphis, Tenn.—Boiler Works.—Southern Boiler and Tank Works organized by C. L. Ford, William W. Starr and T. S. Stanton Company; have established proposed plant to manufacture breechings, riveted steel pipe, grate bars, fire fronts, etc., in addition to stacks, tanks and boilers. Mr. Ford will be manager.

Nashville, Tenn.—Furnaces.—Harris Smokeless Furnace Co. incorporated with \$20,000 capital stock by J. B. Harris, George N. Tillman, S. A. Cunningham and others.

New Orleans, La.—Boltless Joints.—Price Boltless Rail Joint Co. incorporated with capital stock of \$100,000 to manufacture Price boltless joint for railway construction; directors, John Price of Crowley, La.; Edw. Wunderlich, E. H. McFall, P. D. Parks and others of New Orleans.

Phoebus, Va.—Gas Engines.—Chesapeake Gas Engine Corporation incorporated with \$50,000 capital stock; Richard Armstrong, president, Hampton, Va.; A. F. Bowen, secretary and treasurer, Newport News, Va.; will manufacture and repair gas engines, boats, etc.; will erect suitable building, 32x30

feet; frame; ordinary construction; concrete floor; cost of building \$1800; cost of machinery \$6000; plant to include marine railway for hauling vessels, 100 tons and under.

Rock Hill, S. C.—Cotton-mill Repairs.—Wymojo Yarn Mills, W. W. Moore, president, will establish machine shop for repair work.

San Angelo, Texas.—Foundry.—Harry C. Egbert, Teague, Texas, contemplates establishment of foundry and machine shop at San Angelo.

St. Louis, Mo.—Iron Foundry.—Twentieth Century Iron & Steel Co. incorporated with \$75,000 capital stock by T. R. Pullis, David W. Graham and Y. F. Massop.

GAS AND OIL DEVELOPMENTS

Ardmore, Okla.—Wm. J. Carter, Cleveland, Ohio; J. E. Parker, Atlanta, Ga.; C. W. Young, Memphis, Tenn., and associates will, it is reported, develop oil and rock asphalt deposits on Colorado, Oklahoma & Gulf Railway, which is to be constructed.

Bartlesville, Okla.—Bean Oil Co. incorporated with \$5000 capital stock by Henry Mendius, Nelvin Campbell and Tom George.

Big Sandy, Texas.—J. M. Dorroh, Jr., Big Sandy, and O. P. Lowry, Corsicana, Texas, are promoters of company to drill oil well.

Chelsen, Okla.—Cherokee Pipe Line Co., recently reported incorporated, will ship oil to refinery at Texas City, Texas; line comprises about 10 miles four-inch and 12 miles two-inch pipe, pump station, 20,000-barrel steel tank and 60 tank cars of 10,000 gallons capacity; contemplated daily shipment, 2000 barrels crude oil; material mostly contracted for; president, Wm. Copp.

Opelousas, La.—Plaisance Oil Co. organized with \$50,000 capital stock; J. J. Thomson, president; Homer Barousse, vice-president; John H. Harmonson, secretary and treasurer.

St. Louis, Mo.—Felix Oil & Gas Co. incorporated with \$7500 capital stock by William Waldeck, A. Weiner, Geo. S. Johnson and others.

St. Louis, Mo.—Felix Oil & Gas Co. incorporated with \$7500 capital stock by Wm. C. Waldeck, A. Wiener, George S. Johnson and others.

ICE AND COLD-STORAGE PLANTS

Byromville, Ga.—Seymour Byrom will, it is reported, erect building and establish ice factory, planing mill and electric-light plant.

Kansas City, Mo.—Morris & Co. will, it is reported, expend \$500,000 in erection of seven-story meat-storage building to replace burned structure.

Richmond, Ky.—Richmond Ice Co. incorporated with \$50,000 capital stock by R. E. Turley, J. H. Dean, S. M. Wallace and others.

Titusville, Fla.—J. N. Waller and W. P. Giles will establish 30-ton ice plant.

LUMBER-MANUFACTURING PLANTS

Brookwood, Ala.—Atlantic Lumber Co., Robert Fulewider, president, Birmingham, Ala., has purchased 6500 acres of timber land in Tuscaloosa county, and will establish planing mill at Brookwood with daily output of about 50,000 feet.

Byromville, Ga.—Seymour Byrom will, it is reported, establish planing mill. (See "Ice and Cold-storage.")

Cheatham, Texas.—Colorado County Milling & Lumber Co. incorporated with \$10,000 capital stock by W. B. Renn, W. F. Barnes, Jr., and D. Atchison, all of Houston, Texas.

Doucette, Texas.—Thompson Bros. Lumber Co. awarded contract to W. C. Trout of Lufkin Foundry & Machine Co., Lufkin, Texas, at about \$80,000 for rebuilding sawmill recently mentioned and for machinery for same; plans by F. A. Badstubener, Doucette.

Elkins, W. Va.—West Virginia Pulp & Paper Co., 309 Broadway, New York, has purchased 4000 acres of West Virginia timber lands for future development in connection with other properties, for lumber, paper and pulp manufacturing, etc.

Gulfport, Miss.—Consolidated Lumber Co. incorporated with \$10,000 capital stock by J. J. Cochran, Gulfport; W. A. Cuevas, George A. Cuevas, both of Fenton, Miss., and W. L. Kell, Delisle, Miss.

Hattiesburg, Miss.—J. J. Newman Lumber Co. is reported as having decided to rebuild its extensive plant destroyed by fire some weeks ago and to provide concrete and steel buildings. F. L. Peck is president.

Horton, W. Va.—Condon Lane Boom & Lumber Co. will rebuild pulp mill reported destroyed by fire.

Meadville, Miss.—Morgan Fork Lumber Co., recently reported incorporated, will operate lumber mill with 30,000 feet daily capacity. (See "Machinery Wanted.")

Meridian, Miss.—Hart Lumber Co. incorporated with \$5000 capital stock by C. E. Meyers, C. C. Dunn, Meridian; L. B. Hart, Saltville, Miss., and others.

Mt. Olive, N. C.—Bell Lumber Co. will add lath, post-boring and tenoning machinery. (See "Machinery Wanted.")

Newhebron, Miss.—Robinson Lumber Co. incorporated with \$10,000 capital stock by Harry Robinson, J. R. Crosby and S. E. Crosby.

Orange, Texas.—Orange Crate and Box Factory will establish sawmill with capacity of 25,000 feet.

St. Louis, Mo.—F. J. Shields Lumber Co. incorporated with \$10,000 capital stock by Frank J. Shields, Oscar Conzelman and F. L. Roope.

MINING

Brooke, Va.—Iron Pyrites.—Austin Run Mining Co., 507 Harrison Building, Philadelphia, Pa., is planning to install power plant at Brooke for operating its iron pyrites mines; plant to include 70-horse-power steam engine, 100-horse-power boiler, air compressor, air drills, hoisting engine, etc. (See "Machinery Wanted.")

Carter's Valley (not a postoffice), Va.—Zinc.—Carter's Valley Zinc Co. incorporated with \$65,000 capital stock; Joseph Bowman, president, Carter's Valley; L. B. McCrary, vice-president, Bloomingdale, Tenn.; F. M. Bowman, secretary and treasurer, Carter's Valley.

Carthage, Mo.—Lead and Zinc.—Company organized with \$100,000 capital stock; E. M. Chapman, president; W. C. Thomas, vice-president, and H. P. Hall, secretary and treasurer.

Fincastle, Va.—Utah-Virginia Mining Corporation incorporated with \$5000 capital stock; Erwin S. Armstrong, president; H. G. Breckenridge, vice-president; O. J. Salisbury, secretary and treasurer.

Henderson, N. C.—Gold.—A. J. Overton, Salisbury, N. C., has purchased the Portis gold mine and will install new machinery and operate.

Joplin, Mo.—Lead and Zinc.—Lucky May Mining Co. incorporated with \$50,000 capital stock by C. Frank Taylor, Mercer Arnold, Ray Bond and others.

Joplin, Mo.—Lead and Zinc.—Portage Lead & Zinc Co. incorporated with \$150,000 capital stock by John L. Harris, James Fischer, W. P. Taylor and others.

Joplin, Mo.—Lead and Zinc.—Sewickly Lead & Zinc Co., 919 Jackson street, incorporated with \$100,000 capital stock; president, C. A. Strasburg; secretary, M. P. Myers; will erect lead and zinc mill at cost of \$12,000; probable capacity of plant, 200 tons; will purchase and install crushing machinery to cost \$5000 to \$8000; underground work commenced. (See "Machinery Wanted.")

Lake Helen, Fla.—Phosphate.—N. P. Roberts contemplates developing phosphate deposits.

Leakey, Texas.—Kaolin.—United Kaolin Properties Co., offices at 726 First National Bank Building, Chicago, Ill., plans to enlarge kaolin grinding and pulverizing plant at Leakey; will install crushers, pulverizers, washers, compressors, driers, etc. (See "Machinery Wanted.")

Little Rock, Ark.—Sand.—Southern Sand & Material Co. incorporated with \$15,000 capital stock; Mord. Roberts, president, Argenta, Ark.; W. W. Hurst, vice-president; A. L. Vaughan, secretary and treasurer, both of Little Rock; to develop sand deposits in Arkansas river.

Oklahoma City, Okla.—Marble and Granite. Oklahoma Marble & Granite Co. will be organized; buildings and equipment to cost \$150,000; address, care of Chamber of Commerce.

Sharp County, Ark.—Lead and Zinc.—C. L. Kennard, Jonesboro, Ark., has, it is reported, purchased and will develop tract of land in Sharp county containing lead and zinc deposits.

Shenandoah, Va.—Gems.—Virginia & Carolina Gem Mining Co. incorporated with \$40,000 capital stock; A. C. Walker, president; H. C. Bickers, vice-president; J. C. Walker, secretary and treasurer.

St. Petersburg, Fla.—Phosphate.—Captain Ellis will, it is reported, develop phosphate deposits at Big Bayou.

Sulphur, La.—Union Sulphur Co., Jno. L. Henning, assistant manager, reports that the company is undecided as to plans for completing the canal to the Sabine river. (Lately mentioned.)

Talona, Ga.—Iron and Marble.—North Georgia Marble Co. has begun shipping broken marble from quarries; has purchased rock drill and steam pump to remove top dirt, but later proposes doing this with water-power derived from pipe line one mile long reaching from head-waters of Talona creek; will install rock crushing and pulverizing equipment for making broken stone and marble dust. Company is also developing iron-ore deposit and has 3000 tons on docks awaiting shipments; will probably install a washer soon. (See "Machinery Wanted.")

Tulsa, Okla.—Lewis Drilling Co. incorporated with \$10,000 capital stock by W. S. Norwis, C. A. Boggs and Victor Martin.

Vinita, Okla.—Washington Mining Co. incorporated with \$50,000 capital stock by C. C. De Pea, A. L. Churchill and others.

MISCELLANEOUS CONSTRUCTION WORK

Baltimore, Md.—Plumbing System.—Super-vising Architect Jas. Knox Taylor, Treasury Department, Washington, D. C., will open bids September 24 for plumbing system in courthouse and postoffice extension at Baltimore. (See "Machinery Wanted.")

Fort Worth, Texas.—Underground Roadway.—City Commissioners ordered the opening of Rosedale street through local railroad tracks by means of underground roadway 40 feet wide and of suitable height.

Hidalgo, Texas.—Irrigation.—D. B. Chapin and John Clossner, both of Hidalgo, have purchased and will irrigate 24,000 acres of land near Ebenezer.

Hidalgo, Texas.—Levee.—Hidalgo County Commissioners have voted issuance of bonds for construction of 45 miles of levee along the Rio Grande, to cost approximately \$20,000.

Hidalgo, Texas.—Rio Grande Valley Reservoir & Irrigation Co. incorporated with \$10,000 capital stock by John Clossner, J. R. Alami and W. L. Lipscomb.

Hidalgo, Texas.—Irrigation.—Rio Grande Valley Reservoir & Irrigation Co. incorporated with \$10,000 capital stock by John Clossner, J. R. Alami and W. L. Lipscomb.

Houston, Texas.—Drainage Ditches.—South End Land Co. will open bids on September 5 for construction of drainage ditches; main and lateral; about 150,000 cubic yards; plans, specifications and profiles on file. Address F. L. Dormant, engineer, Klam Building, Houston, or Harman Engineering Co., Peoria, Ill. (See "Machinery Wanted.")

Montgomery, Ala.—Wharf.—City will vote September 1 on issuance of \$10,000 bonds for city wharf and warehouse. Address The Mayor. (Previously mentioned.)

New Orleans, La.—Jules C. Koenig, president Board of Commissioners New Orleans Levee District, Room No. 15, Masonic Temple, awarded contract at \$238,870 to Reynolds & Co., New Orleans, for levee work in Third and Fourth districts. (Commissioners lately mentioned as receiving bids.)

Norfolk, Va.—Canal Improvements.—Lake Drummond Canal & Water Co., B. Howell Griswold, president, 803 Maryland Trust Building, Baltimore, Md., is proceeding with its plans for widening and deepening Lake Drummond canal in order to make it navigable for steamers; heretofore only canal boats have used the waterway. Company is not prepared to state more details at present.

Owings Mills, Md.—Heating Plant and Plumbing.—Maryland Asylum and Training School for Feeble-Minded, Frank W. Keating, superintendent, will open bids September 2 for low-pressure steam-heating plant and for plumbing in dormitory now being erected; plans and specifications on file at superintendent's office and office of architects, Ellicott & Emmart, 1101 Union Trust Building, Baltimore, Md. (See "Machinery Wanted.")

MISCELLANEOUS ENTERPRISES

Adrian (not a postoffice), Texas.—Townsite.—Colorado, Hereford & Gulf Townsite Co., incorporated with capital stock of \$35,000, will develop new townsite of Adrian, at junction of Rock county and Colorado, Hereford & Gulf Railroad, Oldham county; R. Downing, general manager Colorado, Hereford & Gulf Immigration Co., Amarillo, Texas, may be addressed.

Algoa, Texas.—Land Development.—Gulf Coast Development Co. incorporated with \$10,000 capital stock by R. H. Bushway, C. W. Minson and F. L. Dana.

Asheville, N. C.—Drayage.—Merchants' Dray Co. incorporated with \$15,000 capital

stock by A. C. Jackson, L. C. Cardiff, G. R. Hayes and W. Marshall.

Birmingham, Ala.—Land Development.—Shades Mountain Land & Development Co. incorporated with \$50,000 capital stock; A. R. Dearborn, president; C. D. Gilliam, vice-president; C. C. Graves, secretary and treasurer.

Bristol, Va.—Tenn.—Stable.—Hunt Livery & Sales Co. incorporated with \$10,000 capital stock; Robert M. Hunt, president; Paul Dulaney, vice-president; Lindsay Bunting, secretary and treasurer.

Brookville, Miss.—Furniture and Hardware.—City Hardware & Furniture Co. incorporated with \$7500 capital stock by J. McLeod, J. C. Peterson, J. L. S. Peterson and others.

Byromville, Ga.—Steam Laundry.—Seymour Byrom contemplates establishment of steam laundry.

Chattanooga, Tenn.—Printing.—J. B. Pound and others are promoting establishment of printing plant; are forming company with \$100,000 capital stock to purchase plant of Wilson Company, Logansport, and remove it to Chattanooga and locate it in new building which company will erect.

Chattanooga, Tenn.—Builders' Supplies.—Chattanooga Builders' Supply Co. incorporated with \$25,000 capital stock by Porter Warner, Frank Spurlock, Foster V. Brown and others.

Charlotte, N. C.—Colony.—St. Helena Colony Co. incorporated with \$100,000 capital stock by C. L. Fisher, T. W. Davis, H. M. Chase and others.

Clinton, Okla.—Hardware.—Clinton Hardware Co. incorporated with \$5000 capital stock by C. W. Powell, Emily Yeoman and Floyd Yeoman.

Corpus Christi, Texas.—Steamship Line.—Corpus Christi Steamship Co. incorporated with \$18,000 capital stock; L. G. Colling, president; A. L. Wright, vice-president; Joe Hirsch, treasurer; W. G. Blake, secretary; Wallace O'Leary, general manager.

Hatton, Ark.—Land Improvement.—Hatton Gap Development Co. incorporated with \$100,000 capital stock by J. G. Johns, A. L. Bowers and J. J. Bell.

Hobart, Okla.—Public Service.—Hobart Public Service Co. incorporated with \$10,000 capital stock by Thurman H. Williamson, S. J. Lea of Chickasha, Okla., and C. J. Blake, Trenton, N. J.

Jacksonville, Fla.—Mineral Water.—Cedar Springs Water Co. incorporated with \$100,000 capital stock; Forrest J. Hyde, president; C. M. Sandusky, vice-president; James E. Johnson, secretary and treasurer.

Kansas City, Mo.—Contracting.—Thomson Construction Co. incorporated with \$5000 capital stock by T. P. Thomson, Frank Gordon and Isaac Gordon.

Knoxville, Tenn.—Feathers.—Knoxville Feather & Down Co. incorporated with \$100,000 capital stock by George R. Templeton, Donald Williams, Emil Carl and others.

Krebs, Okla.—Printing.—Krebs Printing & Publishing Co. incorporated by T. A. Craighead, E. J. Roche and Frank Dale.

Louisville, Ky.—Land Improvement.—Ella Land Co. incorporated with \$5000 capital stock by Ella Vogt, Ella Bennett and Mayme Bennett.

Lynchburg, Va.—Contracting.—Carroll-McGuire Company incorporated with \$25,000 capital stock; William S. Carroll, president; F. H. McGuire, secretary and general manager.

Lynchburg, Va.—Publishing.—Christian Organizer Publishing Co. incorporated with \$5000 capital stock; W. R. Ashburn, president, Franklin, Va.

Morgantown, W. Va.—Dairy.—Morgantown Pure Milk Co. incorporated with \$50,000 capital stock by D. C. Hoffman, P. F. Harner, R. M. Jones and others; will establish dairy plant with capacity of 2000 gallons of milk daily.

New Orleans, La.—Land Improvement.—Ozone Park Co. incorporated with \$100,000 capital stock by Clay Riggs, Joseph Bing, Frank A. Daniels and others.

Norfolk, Va.—Contracting.—Richardson & Blumgardt incorporated with \$25,000 capital stock; West Richardson, president; I. E. Blumgardt, secretary and treasurer.

Pensacola, Fla.—Fisheries.—Bay Fisheries Co. incorporated with \$30,000 capital stock; A. D. Weller, president; W. B. Runyan, vice-president and treasurer; A. H. Runyan, secretary.

Richmond, Va.—Printing.—Picot Printing Co. incorporated with \$50,000 capital stock; C. E. Picot, president; J. J. Lewis, vice-president; W. Reginald Walker, secretary and treasurer.

St. Louis, Mo.—Contracting.—National Electric Co. incorporated with \$10,000 capital stock by Roland H. Robinson, Linton Robinson and Robert G. Carr.

St. Louis, Mo.—Building Material.—James H. Kingsley Wrecking & Salvage Co. incorporated with \$35,000 capital stock by James H. Kingsley, E. J. Buxton and G. L. Sexton.

St. Louis, Mo.—Stocker Manufacturing Co. incorporated with \$5000 capital stock by Joseph J. Stocker, Rosina A. Neumann and Albert L. Schmidt.

Stratford, Texas.—Grain Elevator.—Farmers' Mill & Elevator Co. incorporated with \$22,500 capital stock by George S. App, William Shook, Ed G. Sheldon and others.

Tahoka, Texas.—Hardware.—Tahoka Hardware Co. incorporated with \$10,000 capital stock by W. E. Robinson, B. H. Robinson and John F. Robinson.

Towson, Md.—Greenhouse.—Louis H. A. Klein will establish greenhouse.

Washington, N. C.—Carriages.—Hackney Bros., Wilson, N. C., will not establish branch plant at Washington, as recently incorrectly noted, but will deal in carriages.

Wheeling, W. Va.—Publishing.—Majority Company incorporated with \$35,000 capital stock by M. M. Hilton, B. F. Creel, L. M. Geer and others.

Woodward, Okla.—Grain.—Oklahoma Grain & Elevator Co. incorporated with \$50,000 capital stock by S. C. Rose, Charles R. Alexander and R. O. Renfrow.

MISCELLANEOUS MANUFACTURING PLANTS

Americus, Ga.—Creamery.—Elgin Co-operative Creamery, capital stock \$6000, is building proposed plant; contractor, Chicago Building & Manufacturing Co., Chicago, Ill.; W. B. Wert, representative; contemplated daily product, 200 pounds butter; J. M. Walker, chairman executive committee.

Ardmore, Okla.—Uniforms.—L. E. Alexander, Greenville, Ill., proposes establishment of uniform factory in Ardmore.

Atlanta, Ga.—Automobile Attachment.—Atlanta Motor Co. incorporated with \$100,000 capital stock by William Knox Cleveland, Herbert L. Wiggs, Eugene Callaway and V. L. Smith; to manufacture device for applying full power of automobiles to all four wheels.

Cape Charles, Va.—Tin and Iron Ware.—Cape Charles Plumbing & Tinning Co. incorporated with \$10,000 capital stock; J. W. Jones, president and general manager; L. E. Jackson, vice-president; W. B. Jones, secretary and treasurer.

Cordele, Ga.—Fertilizer.—Read Phosphate Co. awarded contract to Huggar Bros., Montgomery, Ala., for construction of proposed \$50,000 fertilizer plant; main building four stories; wood; connected with dump shed; fireproof engine and boiler house, tanks, oil house and offices in separate buildings; site 230x80 feet; capacity of plant 25,000 tons per season; J. F. T. Clement will be general superintendent.

Danville, Ky.—Gas.—Danville Gaslight Co. has increased capital stock from \$27,000 to \$40,000.

El Reno, Okla.—W. A. Smith, Rock Island, Ill., proposes establishment of broom factory, jobbing and finishing plant in El Reno with capacity of 100 dozen brooms per day; factory building to be fireproof; about 100x150 feet, or probably larger, with a dozen or more large sheds for storing corn.

Glen Allan, Miss.—Glen Allan Manufacturing Co. incorporated with \$10,000 capital stock by C. C. Youngblood, W. A. Youngblood and others.

Jacksonville, Fla.—Glass.—J. C. Norton, Columbia, S. C., contemplates establishment of glass factory in Jacksonville.

Jacksonville, Fla.—Matting.—Board of Trade is negotiating with New England company relative to establishment of matting factory.

Knoxville, Tenn.—Chewing Gum.—Fred McBee, Frank Hambricht, A. C. Dick and Roy Scott have purchased Walla Walla Gum Co. plant; new machinery and fixtures will be added and other improvements made.

Knoxville, Tenn.—Ascepline.—Ascepline Manufacturing Co. has increased capital stock from \$5000 to \$50,000.

Louisiana, Mo.—Creamery.—Manzke Creamery, Ice & Produce Co., recently reported incorporated, has organized with \$100,000 capital stock; Wilhelm F. Manzke, president; W. D. Myers, secretary and treasurer; will erect suitable buildings; fireproof; cost \$40,000; cost of machinery, \$30,000; capacity, 30,000 barrels of apples, 50 tons of ice, 50 tons refrigeration.

Louisville, Ky.—Medicine.—Vegetable Cream Medicine Co. incorporated by G. W. Roberts, E. M. Womack, F. M. Tiffany and others.

Louisville, Ky.—Kenola.—Kenola Manufacturing Co. incorporated with \$6000 capital stock by Charles W. Ratterman, Charles Neutzel, N. B. Ratterman and Carl R. Neutzel.

Memphis, Tenn.—Bread.—Memphis Bread Co. awarded contract to Martin Gallagher, Memphis, for erection of addition to plant; two stories; brick; plans by G. H. Casebolt, Memphis.

Montgomery, Ala.—Fertilizers.—Germofert Manufacturing Co., W. B. Chisolm, president, Charleston, S. C., will manufacture fertilizers at Montgomery; not phosphate acid, as lately stated; will erect main building 150x900 feet and accompanying structures, with two miles of track and other facilities for manufacturing and shipping; separate company to be organized to operate Montgomery plant.

Nashville, Tenn.—Gas.—Nashville Gas Co. has decided not to issue \$350,000 of bonds for improvements as contemplated. (Recently mentioned.)

Newbern, N. C.—Liniment.—Rubright Liniment Co. incorporated with \$5000 capital stock by J. W. Waters, J. Gaskill, H. W. Simpson and A. E. Pittman.

New Decatur, Ala.—Roofing, Cornices, etc. Decatur Cornice & Roofing Co. will build addition to more than double floor space and manufacturing facilities; will erect reinforced-concrete or brick building, 135x125 feet, three stories high, and install individual electric motor-driven machinery, electric freight elevator, heating plant and automatic-sprinkler system for fire protection; construction to begin within 30 or 60 days and be completed by January. Architect not engaged and correspondence is invited, especially as to reinforced-concrete construction. (See "Machinery Wanted.")

New Orleans, La.—Plaster Board.—Bancroft & Ross of Bancroft, Ross & Sinclair will establish plant for manufacturing plaster board.

Norfolk, Va.—Shoes.—Burt Shoe Co. incorporated with \$15,000 capital stock; John Kelly, president; M. G. Allen, secretary and treasurer.

Norfolk, Va.—Fertilizer.—Kanona Company incorporated with \$100,000 capital stock; J. R. Chamberlain, president, Raleigh, N. C.; F. O. Moring, vice-president, Raleigh, N. C.; Geo. K. McMurran, secretary and treasurer, Norfolk.

Oklahoma City, Okla.—Wire Fence.—Oklahoma Wire Fence Co. proposes establishment of wire-fence factory.

Richmond, Va.—Candy.—Traymore Candy Co. incorporated with \$10,000 capital stock; L. K. Shepherd, president; W. C. Traynor, vice-president; J. H. Roberts, secretary and treasurer.

San Antonio, Texas.—Wax.—Willett Candillia Wax Co. incorporated with \$10,000 capital stock by Walter Willett, Max B. Mayer and W. C. Sullivan.

St. Albans, W. Va.—Watchcases.—American Watchcase Co., Mansfield, Ohio, W. W. Stark, president and general manager, contemplates establishment of plant at St. Albans.

Stanton, Tenn.—Liniment.—Aldricks Electric Antiseptic Liniment Co. organized by S. L. Aldricks and Gilliam F. Jones.

Staunton, Va.—Creamery.—Company organized with \$25,000 capital stock; H. L. Wilson, president; T. J. Thompson, vice-president; R. G. Kolner, secretary and treasurer; to establish creamery. (Mentioned in July.)

St. Louis, Mo.—Butchers' Supplies.—Brecht Butchers' Supply Co. will not erect factory building as reported last week.

St. Louis, Mo.—Showcases, etc.—American Fixture & Showcase Co. incorporated with \$12,000 capital stock by Milton D. Mendle, Herman C. Waldman and Maurice Weil.

St. Louis, Mo.—Suits.—Sultana Manufacturing Co. incorporated with \$6000 capital stock by John Coplan, Marie N. Wood, Alexander Wood and Ephraim Coplan.

St. Louis, Mo.—Paints, Oils, etc.—Missouri Black Enamel & Paint Co. incorporated with \$5000 capital stock by S. W. Forder, C. A. Marquis, John Needham and others.

St. Louis, Mo.—Steelmaking.—Steelmaking Co. incorporated with \$10,000 capital stock by Deldrich Steilmke, Henry D. Steilmke and Henry Waldau.

Suffolk, Va.—Shoes.—Nelms-Harris Shoe Co. incorporated with \$15,000 capital stock; C. B. Pond, president; C. W. Nelms, treasurer; G. A. Harris, secretary.

Tampa, Fla.—Fertilizer.—Germofert Man-

ufacturing Co., W. B. Chisolm, president, Charleston, S. C., will, it is reported, establish fertilizer plant at Tampa.

Temple, Texas.—Mattresses.—J. K. Allen will rebuild mattress factory reported destroyed by fire.

Union, Mo.—Helling Manufacturing Co. incorporated with \$12,000 capital stock by J. J. Helling, Rudolph Helling, John Fink and others.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Annapolis, Md.—Washington, Baltimore & Annapolis Electric Railway Co., J. N. Shanahan, vice-president, 108 North Liberty street, Baltimore, Md., contemplates erecting freight shed at its Annapolis terminal station.

Athens, Ga.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., contemplates expending \$75,000 to construct proposed terminal station at Athens.

Paris, Tenn.—Louisville & Nashville Railroad Co., Louisville, Ky., Theo. H. Curtis, superintendent of machinery, contemplates improvements to terminals at Paris, erecting roundhouse, turntable, etc.; cost \$12,000.

Portsmouth, Va.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, plans to construct a new coal-handling plant.

Tampa, Fla.—Burwell & Hillyer, Blum Building, Jacksonville, Fla., mentioned lately as having received contract for constructing wharves, warehouses, etc., at Tampa (for Seaboard Air Line Railway), will undertake improvements as follows: Pile and timber bulkhead, one-half mile long; necessary wharves, etc., for phosphate elevator, 300 tons hourly capacity, and storage bin of 3000 tons capacity; warehouse, 400 feet long, with wharves; lumber, naval stores and merchandise wharf 1300 to 1500 feet long; necessary tracks, grading, etc., for foregoing structures; Burwell & Hillyer contract does not include elevator machinery, which will be furnished by C. W. Hunt Company, 45 Broadway, New York. W. L. Seddon is chief engineer of Seaboard Air Line Railway, Portsmouth, Va.

Wilmington, N. C.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., plans to expend \$140,000 for proposed improvements of dock facilities at Wilmington; details of improvements at Tampa, Fla., stated recently.

ROAD AND STREET IMPROVEMENTS

Anniston, Ala.—City's cement sidewalk improvements, lately noted, comprise about 9000 or about 10,000 yards on which bids are to be opened August 6; city will advertise for bids on 16,000 square yards bitulithic or concrete block paving for streets. J. D. Hunter is City Engineer. Thomas E. Kilby is Mayor. (See "Machinery Wanted.")

Ardmore, Okla.—City has awarded contract for paving four miles of streets. Address The Mayor. (Lately mentioned.)

Baltimore, Md.—City awarded contract to Warren Bros. Company, James E. Trott, local representative, 411 American Building, Baltimore, for paving with bitulithic 7th street at \$2.34 per square yard, a total of \$10,065.50; 8th street at \$2.34 per square yard, a total of \$9635.50; Clifton avenue \$2.19 per square yard, a total of \$10,051.70; Walbrook avenue \$2.19 per square yard, a total of \$15,302.50. (Lately mentioned.)

Baltimore, Md.—Board of Awards, care of City Register, City Hall, Baltimore, will receive separate sealed bids until September 2 to grade, curb, gutter and pave with sheet asphalt, asphalt blocks, vitrified brick or bitulithic, 31st street from Charles street to York road, and Gorsuch avenue from York road to Harford road; J. Barry Mahool, president Board of Awards. (See "Machinery Wanted.")

Baltimore, Md.—Commissioners for Opening Streets, Hoen Building, Lexington and North streets, are preparing plans and specifications for paving 4th street, Hampden, and Granada and Springdale avenues. Bids will be invited.

Bartlesville, Okla.—City will pave 35 blocks; about 60,000 square yards vitrified brick and 15,000 square yards asphalt. Address The Mayor.

Beebe, Ark.—City contemplates construction of concrete sidewalks; M. Strickland, Mayor.

Brownsville, Tenn.—Geo. W. Lyle, chairman Street Commissioners, opened bids August 24 for grading and graveling public square and principal streets. (Previously mentioned.)

Charleston, S. C.—Board of Public Works has awarded contract to Bowe & Page, Charleston, for laying 30,000 square yards of Catskill vitrified brick paving at \$1.44 per square yard. (Previously mentioned.)

Chattanooga, Tenn.—H. F. Van Dusen, chairman, Board of Public Works, will receive bids until September 1 for paving with vitrified brick Rossville avenue from Main street to East End avenue. (See "Machinery Wanted.")

Columbus, Ga.—Robert Reid, chairman Street Committee, will receive bids until August 29 for constructing cement sidewalks on Broad street between 4th and 7th streets. (See "Machinery Wanted.")

Decatur, Ala.—W. E. Skeggs, County Judge, will receive bids until September 14 for constructing macadamized road in Morgan county; \$240,000 to be expended; J. T. Bullen, Montgomery, Ala., engineer in charge. (Lately mentioned. See "Machinery Wanted.")

Fayetteville, N. C.—City has contracted with Atlantic Bitulithic Co., Charlotte, N. C., at \$30,000 for construction of pavements; \$270,000 available; bond issue and assessment reported in June; J. F. L. Armfield, chairman Street Committee.

Fort Smith, Ark.—Burke Bros. have laid about two and one-half miles of vitrified-brick street pavement on their contract received about a year ago for paving 71 miles of streets—about 550,000 square yards; probably three years will be required to complete the improvements; George Myers in charge for city.

Frostburg, Md.—City Council voted new ordinance providing for paving of Broadway between Mechanic and Leo streets; plans by Wm. Harvey, City Engineer; bids will be received until August 31. (See "Machinery Wanted.")

Graham, N. C.—Alamance county has voted affirmatively on proposed issue of \$300,000 bonds for road improvements; will build stone roads, probably 100 miles. County Commissioners will appoint highway commission of six men to act with them. Address Alamance County Commissioners.

Greenville, N. C.—City has awarded contract for 4000 square yards cement pavement to McGee Concrete & Construction Co. of Greenville, S. C.; will need cement in quantities. (See "Machinery Wanted.")

Jackson, Tenn.—City will construct 78,000 square feet concrete pavement, 14,000 linear feet curb and gutter, 4000 square feet alley crossings and 4000 feet storm-water sewers; bids to be opened September 1; Atwell Thompson, City Engineer. (See "Machinery Wanted.")

Keystone, W. Va.—City has awarded contract for paving business section of city and installing sewers; estimated cost \$12,000. Address The Mayor.

Lakeland, Fla.—City has voted negatively on proposed issuance of \$5000 bonds for street improvements. Address The Mayor. (Previously reported.)

Logan, W. Va.—City has voted \$25,000 bonds for paving and sewers. Address The Mayor.

Louisville, Ky.—Board of Public Works will open bids September 3 for paving various sidewalks with granite.

Mooreville, N. C.—City will vote September 22 on issuance of \$25,000 bonds for street and water-works improvements. Address The Mayor.

National Soldiers' Home, Va.—John T. Hume, treasurer Southern Branch National Home for Disabled Volunteer Soldiers, will open bids September 21 for construction of 2600 square yards of concrete sidewalks. (See "Machinery Wanted.")

Newport News, Va.—City awarded contract at \$10,300 to Sands-Key-Ruth Company of Norfolk, Va., for laying 14,000 feet of curbing at Newport News.

Rockdale, Texas.—Milam county will probably vote on \$40,000 of bonds for construction of roads. Address County Commissioners.

Southport, N. C.—City will vote September 21 on issuance of \$5000 bonds for street and sidewalk improvements. Address The Mayor. (Previously mentioned.)

SEWER CONSTRUCTION

Chattanooga, Tenn.—City Engineer Robert Hooke has furnished data relative to proposed cross-town sewer and pumping station; pumping station to cost \$25,663 and sewer to cost \$90,533; City Engineer recommends issuance of \$55,000 bonds to cover all expenditures.

El Paso, Texas.—City has obtained estimate (\$25,000) on construction of proposed storm sewer on Arizona street. E. T. Todd is City Engineer.

Fort Smith, Ark.—City has about completed concrete portion of sewer, to be 46 miles long; inside diameter from 11 feet 9 inches to 3 feet is mostly completed; only a small portion of pipe sewer has been laid, and probably a pipe plant will be established to manufacture the pipe needed. George Myers is in charge for city.

Jackson, Tenn.—City will construct 4000 linear feet storm-water sewers; bids to be opened September 1; Atwell Thompson, City Engineer. (See Machinery Wanted.)

Keystone, W. Va.—City has awarded contract for installing sewers and paving streets; estimated cost \$12,000. Address The Mayor.

Logan, W. Va.—City has voted \$25,000 bonds for sewers and paving. Address The Mayor.

Montgomery, Ala.—City will vote September 21 on issuance of \$25,000 sewer bonds. Address The Mayor. (Previously mentioned.)

Newberry, S. C.—City will vote on bonds for extension of sewer system. Address The Mayor.

Portsmouth, Va.—City awarded contract at \$68,000 to Bryan & Co., Jacksonville, Fla., for construction of Fifth Ward sewerage system. (City reported previously as considering company's bid.)

Prattville, Ala.—City awarded contract to Woolsey Finelle, Prattville, for construction of sewer system and water-works. Solomon-Norcross Company, 1622 Chandler Building, Atlanta, Ga., is consulting and designing engineer.

Wichita Falls, Texas.—City has called election to vote on issuance of \$12,000 additional bonds for sewer construction. Address The Mayor.

TELEPHONE SYSTEMS

Bell's, Tenn.—Alamo Home Telephone Co., Alamo, Tenn., is planning to construct telephone lines to Bell's, Crockett Mills, Johnson's Grove, Cross Roads, Foster and throughout Crockett county.

Deslodge, Mo.—Lead Belt Telephone Co. incorporated with \$20,000 capital stock by A. C. Mackley, J. L. Goff, W. P. Gleasing and others.

Mud, Texas.—J. T. Maxey and others contemplate beginning construction of telephone line in November. (Recently mentioned.)

TEXTILE MILLS

Bedford City, Va.—Woolen Cloth.—Bedford Mills Co. will build 55x75-foot addition and add new machinery to increase production of woolen cloth, dyed and finished; now has 2000 spindles, 25 broad looms, etc.; has begun construction of addition; company owned by Thos. Kent Manufacturing Co., Clifton Heights, Pa.

Burlington, N. C.—Cotton Goods.—Williamson Manufacturing Co. incorporated with capital stock of \$125,000 by F. L. Williamson, L. B. Williamson and W. M. Baker.

Chattanooga, Tenn.—Hosiery.—Buster Brown Hosiery Co. incorporated with capital stock of \$5000 by J. L. Hughes, J. H. Cantrell, H. Bushnell and others.

Conway, Ark.—Woolen Goods.—Board of Trade is negotiating for establishment of woolen mill. (See "Machinery Wanted.")

Gaylesville, Ala.—Cotton Yarns.—Gaylesville Cotton Mills, J. Robert Henderson, president, expects to begin construction in about 30 days; equipment to be 3500 spindles for manufacturing yarns. (Company previously reported organized.)

Pensacola, Fla.—Cotton Goods.—Packard Land Co., Blount Building, is corresponding with Georgia manufacturers relative to establishing cotton mill.

Portsmouth, Va.—Cotton Hosiery.—Jos. A. Parker, High street and Belt Line Railway, will build hosiery mill; has engaged R. C. Ribberstein, Charlotte, N. C., to prepare plans and specifications for buildings, including mill structure two stories high, 60x100 feet, of brick; dyehouse 40x115 feet; boiler and engine house 50x60 feet; buildings to cost \$20,000. Mr. Parker will remove to new buildings equipment of his present mill, and new plant will probably operate by electricity.

Rock Hill, S. C.—Yarns.—Womojo Yarn Mills has completed main structure, 127x310 feet, one story high, costing \$28,500, and will soon complete 42 tenement cottages costing \$25,500; capacity 10,000 spinning spindles, 5000 twister spindles and accompanying machinery. Contracts for equipment and for electric motors, lighting equipment, sprinkler system and 50,000-gallon tank and heating equipment will be awarded by September 1. All machinery to be driven by individual electric motors. A machine shop for repair work will be established; product, yarns;

contractors for building, J. J. Keller & Co. of Rock Hill; architect and engineer, O. A. Robbins of Charlotte, N. C. W. W. Moore is president of mill company. (Organization of company and plans previously reported.)

Vass, N. C.—Cotton Yarns.—A. Cameron will build cotton mill for manufacturing yarns; has let contract to T. B. Creel, Aberdeen, N. C., for erection of main building, 75x228 feet, with capacity of 5000 spindles.

WATER-WORKS

Aiken, S. C.—City has appointed Solomon-Norcross Company, 1622 Chandler Building, Atlanta, Ga., consulting engineer for water-works; company to make surveys and investigations of all sources and all supplies for city and detailed estimates of cost of filter beds, pumps, power stations, also estimates of cost of municipal lighting plant; population of Aiken 5000; now securing water supply from deep wells; R. W. Wessels, chairman Water-works Committee.

Barnesville, Ga.—City awarded contract to Allis-Chalmers Company, Milwaukee, Wis., for improvements to water-works plant.

Christiansburg, Va.—City voted issuance of \$25,000 water-works bonds. Address The Mayor. (Previously reported.)

De Funak Springs, Fla.—City awarded contract at \$17,821.65 to J. B. McCrary & Co., Atlanta, Ga., for construction of water-works; Solomon-Norcross Company, 1622 Chandler Building, Atlanta, Ga., designing and consulting engineer. (Recently mentioned.)

Fort McRee, Fla.—Capt. D. W. Hand, Constructing Quartermaster, Fort Barrancas, Fla., will open bids September 2 for construction of pump-house and cistern at Fort McRee. (See "Machinery Wanted.")

Gulfport, Miss.—City Council approved plans for reservoir and will invite bids for its construction; reservoir to be of steel and concrete; 180x108 feet; 10 feet deep; capacity 1,000,000 gallons. Address The Mayor. (City noted in July as having plans prepared by M. F. Sullivan, City Engineer.)

Lakeland, Fla.—City has voted negatively on proposed issuance of \$5000 bonds for improving water-works. Address The Mayor. (Previously reported.)

Long Beach, Miss.—City will vote on \$10,000 bonds for public improvements. Address Town Clerk.

Madill, Okla.—City water-works, for which bond issue was recently noted, is the plant previously completed; no improvements to be made at present; G. E. Barnard, Mayor.

Montgomery, Ala.—City will vote September 21 on issuance of \$25,000 water-works bonds. Address The Mayor. (Previously mentioned.)

Mooresville, N. C.—City will vote September 22 on issuance of \$25,000 bonds for water and street improvements. Address The Mayor.

Moss Point, Miss.—Company organized with J. N. Rape, president; A. S. Denny, vice-president; W. L. Mounce, secretary and treasurer, to sink artesian well; contract awarded to John A. Sutter, Pass Christian, Miss.

Prattville, Ala.—City awarded contract to Woolsey Finelle, Prattville, for construction of water-works and sewer system; Solomon-Norcross Company, 1622 Chandler Building, Atlanta, Ga., is consulting and designing engineer.

Pryor Creek, Okla.—City contemplates issuance of \$75,000 water-works bonds. Address The Mayor.

Sherman, Texas.—City will improve water-works plant; building to be 50x75 feet; brick; cost \$1500; cost of machinery \$25,000; contract for machinery to be awarded about October 15; J. B. Irvine, chairman Water and Light Commission. City Council has ordered election on September 19 to vote on issuance of \$14,000 bonds for water-works-plant improvements and \$16,000 for improvement of electric-light plant.

Tampa, Fla.—F. L. Wing, Mayor, states that no election has been called for proposed water-works bonds mentioned last week.

Tulsa, Okla.—City rejected all bids reported last week for reinforced concrete clarification basin for water-works plant; to be 200 feet long, 120 feet wide and 17 feet deep; O. P. Jones, City Clerk.

Winnfield, La.—City will expend \$25,000 in construction of water-works; no contracts to be let; local labor to be employed; J. D. Pace, Mayor; C. McGinty, Clerk. (See "Machinery Wanted.")

WOODWORKING PLANTS

Bristol, Va.—Tenn.—Carriages.—Hamilton-Bacon-Hamilton Company will expend \$7000

to \$3000 to construct carriage-shop building recently mentioned; two-story building; brick; 150x50 feet; elevator. (See "Machinery Wanted.")

Dawson, Ga.—Sash, Doors, etc.—The Variety Works Co. will probably rebuild plant recently reported destroyed by fire; loss about \$75,000.

Eagle Rock, Va.—Barrels, Staves, etc.—Moore Lime Co., Richmond, Va., will rebuild burned plant; will erect stave mill, drykiln and cooper shop; one story; frame construction; cost \$10,000; will repair present boilers and engines; daily capacity lime barrels, 1000.

Hampton Roads (not a postoffice), Va.—Seaboard Real Estate Co. of Newport News, Va., is interested in establishment of barrel factory at Hampton Roads.

Kansas City, Mo.—Troughs.—Lee Trough Co. incorporated with \$10,000 capital stock; Jerome Twichell, president; E. A. Lee, secretary; to establish plant for manufacturing troughs; capacity 500 daily.

Memphis, Tenn.—Bank and Office Furniture.—George Muller, Atlanta, Ga., proposes establishment of branch plant in Memphis for manufacturing bank and office furniture.

Norfolk, Va.—Shooks, etc.—Norfolk Shook Manufacturing Corporation incorporated with \$20,000 capital stock; W. G. Davis, president; W. W. Tunis, vice-president and general manager; R. E. Jordan, secretary.

Shelbyville, Tenn.—Pencils.—Kastor & Co., New Orleans, La., will establish pencil factory at Shelbyville. Ben Caliban will be superintendent.

Snyder, Texas.—Furniture.—Kelly-Stokes Furniture Co. incorporated with \$15,000 capital stock by R. M. Stokes, W. T. Base and Ed Kelly.

Staunton, Va.—Furniture.—I. K. Roby Furniture Co. incorporated with \$10,000 capital stock; O. B. Hopkins, president; J. D. Clothier, vice-president; both of Richmond, Va.; I. K. Roby, secretary and treasurer, Staunton.

Staunton, Va.—Furniture.—I. K. Kolby Furniture Co. incorporated with \$10,000 capital stock; O. B. Hopkins, president; J. D. Clothier, vice-president, both of Richmond, Va.; I. K. Roby, secretary and treasurer, Staunton.

Temple, Texas.—Wagons.—C. E. Olmstead, Lake Charles, La., proposes establishment of wagon factory at Temple.

Washington, N. C.—Staves.—Atlantic Stave & Manufacturing Co., previously reported incorporated, will begin construction of plant about September 1; capacity about 1000 car loads of staves per annum.

BURNED

Atlanta, Ga.—J. R. Raible Company's cooperative plant; loss about \$5000.

Bristol, Va.—Tenn.—James A. Martin's lumber mill; loss \$25,000.

Columbia, Tenn.—Riverside Planing Mills; loss \$20,000.

Dawson, Ga.—Bridges Gin Co.'s plant; loss about \$5000.

Eagle Rock, Va.—Moore Lime Co.'s barrel manufacturing plant, stave mill, cooper shop and drykiln; F. G. Flaherty's and R. L. Rudisill's residences; Eagle Rock Bank building.

Horsegall, S. C.—B. B. Connelly's sawmill; loss \$4000.

Horton, W. Va.—Condon Lane Boom & Lumber Co.'s pulp mill.

Kenney's (not a postoffice), Tenn.—Fertilizer plant owned by Taylor & Powell, Springfield, Tenn.; loss about \$7000.

Memphis, Tenn.—Rowena Lee Building, owned by Lee estate and occupied by E. C. Atkins & Co. (mill supplies); loss to stock and building \$300,000.

Norfolk, Va.—S. B. Turner's printing plant; loss about \$4000.

Odessa, Texas.—Texas & Pacific Railway Co.'s depot; loss \$5000.

Perry, Fla.—Taylor County Herald's printing plant.

Ripley, Tenn.—Pitts & Minner's cotton gin; loss about \$3000.

San Angelo, Texas.—J. W. White's stable; loss about \$5000.

San Antonio, Texas.—Jones & Cover's cotton gin; loss about \$15,000.

Seneca, S. C.—E. B. Ramsey's sawmill.

Shawnee, Okla.—Home Ice Co.'s plant; loss \$10,000.

Shiloh, N. C.—Byerly & Jordan's roller mill; loss about \$5000.

Taylor, Texas.—Presbyterian manse, J. C.

Oehler, pastor; loss \$5000.

Temple, Texas.—J. K. Allen's mattress factory; loss about \$1000.

Tifton, Ga.—Tifton Remilling Co.'s drykilns and lumber yards; loss about \$3500.

Washington, D. C.—Rufus Darby & Son's printing and engraving plant, at 14th street and Pennsylvania avenue N. W., partly destroyed by fire; loss \$125,000; National Engraving Co.'s plant; loss \$5000; Eckert Company's plant; loss \$10,000; building owned by Rufus Darby & Son.

BUILDING NOTES APARTMENT-HOUSES

Baltimore, Md.—Nathan Rohr has had plans prepared by Louis Levi, 610 American Building, for converting dwelling 809 Park avenue into an apartment-house; three stories, 24x101 feet; two apartments on each floor; steam heating; electric lighting.

Birmingham, Ala.—W. N. Malone has had plans prepared by H. B. Breeding, Birmingham, for erection of apartment-house; two stories; brick; 40x100 feet; steam heat; electric light; cost \$6000; contract to be awarded August 28.

Birmingham, Ala.—P. J. Rogers, Ensley, Ala., has had plans prepared by H. B. Breeding, Birmingham, Ala., for erection of apartment-house; two stories; brick; 50x140 feet; steam heat; electric lights; cost \$12,500; J. H. Whitlow, Birmingham, contractor.

Charlotte, N. C.—George E. Wilson will erect several apartment-houses; plans have been prepared.

Chattanooga, Tenn.—C. W. Rankin will erect 16-room apartment-house; cost \$5100.

St. Louis, Mo.—William Heper has purchased site 35x131 feet, and will erect \$7000 apartment-house.

St. Louis, Mo.—A. A. Fischer Realty Co. has purchased site 50x137 feet for \$3500, and will erect apartment-house.

Washington, D. C.—S. W. Woodward, 10th and F streets N. W., will erect apartment-house on K street between Connecticut avenue and 18th street N. W.; seven stories; four suites of five rooms on every floor; stone and brick; plans by Frederic B. Pyle, 1003 F street N. W., Washington.

BANK AND OFFICE BUILDINGS

Alta Vista, Va.—Aubrey Chesterman, Lynchburg, Va., has prepared plans for erection of \$12,000 bank building at Alta Vista.

Birmingham, Ala.—Empire Construction Co. is figuring on acceptance of plans for proposed 15-story office building described in July; steel frame; steel columns; electric and gas lighting; four electric elevators; estimated cost \$350,000; dimension 50x100 feet. Bids are to be addressed to Warren & Welton, the architects, Title Guarantee Building, Birmingham, and delivered by September 7.

Birmingham, Ala.—Chamber of Commerce Construction Co. will receive bids about September 7 for construction of proposed office building described in July; seven stories; reinforced-concrete construction; 100x100 feet; probably steam heat; electric and gas lighting; plans by Warren & Welton, Title Guarantee Building, Birmingham.

Clinton, Ky.—Clinton Bank awarded contract to John A. Harpole of Clinton to erect bank building 42x67 feet; two stories and basement; red brick facing trimmed with limestone; cost \$12,000; plans by John Bacon Hutchings, Louisville, Ky. (Recently incompletely noted.)

El Paso, Texas.—Herald Building Co. incorporated with \$150,000 capital stock by H. D. Slater, J. C. Wilmarth and J. A. Smith; to erect office building.

Granger, Texas.—Farmers' State Bank has awarded contract at \$5000 to John J. Barry, Granger, for erection of bank building; two stories, 30x60 feet; brick; lately reported.

Memphis, Tenn.—Manhattan Savings Bank & Trust Co. will erect bank building.

Middletown, Md.—Middletown Savings Bank will erect bank building; 35x55 feet; pressed brick; brownstone trimmings; hot-water heating; acetylene gas; cost \$10,000; contract to be awarded about February, 1909. (Lately reported.)

Nashville, Tenn.—State Trust Co. has purchased site at \$23,850 and will erect office building.

Oklahoma City, Okla.—Lee-Huckins Hotel Co. will erect 10-story office building and hotel combined. (See "Hotels.")

Ponchatoula, La.—Merchants and Farmers' Bank, W. L. Wright, president, has had

plans prepared by H. C. Peck, Hammond, La., for erection of bank building 28x65 feet; pressed brick; 18-inch wall; concrete floors; electric-lighting plant; cost \$8000; M. W. Laud, Ponchatoula, has contract. (Lately mentioned.)

Roanoke, Va.—Roanoke Railway & Electric Co., J. W. Hancock, manager, has received plans for proposed terminal building; three stories; gray brick with red brick and terracotta trimmings; cost \$30,000; Aubrey Chesterman, Krise Building, Lynchburg, Va., and H. H. Huggins, Terry Building, Roanoke, Va., previously reported as preparing plans.

Washington, D. C.—M. A. Winter Company, Armory Building, awarded contract to Richardson & Burgess, Inc., Colorado Building, Washington, for erection of proposed building; main front brick and stucco; exterior walls faced with red bricks laid with wide white joint, and tops finished with special terra-cotta coping; main entrance vestibule, first floor, will be finished with terrazzo floor, semi-glazed brick wainscot and patent plaster ceiling; building 100x100 feet; four stories; semi-fireproof; steam heat; freight elevator; cost \$60,000; plans by Chas. Gregg, 1320 New York avenue, Washington.

Washington, D. C.—John Evans, manager Evans Estate, The Burlington, awarded contract to George A. Fuller Construction Co., Munsey Building, Washington, for erection of \$200,000 office building. (Recently mentioned.)

Wise, Va.—Wise County Bank has had plans prepared by W. P. R. Pember, Bristol, Va., Tenn., for construction of bank building reported last week; cost \$5000; contract not yet awarded.

CHURCHES

Baltimore, Md.—Church Extension Society of Methodist Episcopal Church has purchased site 75x160 feet corner St. Paul and 3rd streets, and will erect \$100,000 church. Rev. Charles W. Baldwin, 1408 Bolton street, can be addressed.

Baltimore, Md.—St. Matthew's Methodist Episcopal Church, 23d street, near Barclay, will erect edifice. Address Dr. J. C. Nicholson, 2515 North Calvert street, presiding elder of district.

Belton, Texas.—Christian Congregation will erect \$10,000 church. Address The Pastor, Christian Church.

Booneville, Ark.—Methodist Church South will erect \$10,000 church. Address The Pastor, Methodist Church South.

Kansas City, Mo.—Olive Street Methodist Church will erect edifice; Z. M. Williams, pastor.

Laurel, Miss.—L. G. Gates, pastor of First Baptist Church, will receive bids until September 15 for construction of church with Sunday-school rooms and basement; 40x50 feet; electric-lighting plant; hot-air furnace. (Lately mentioned.)

Stamford, Texas.—First Baptist Church awarded contract to Fell & Almsworth, Waco, Texas, at \$26,000 for erection of edifice; plans by Scott & Lane, Waco, Texas. (Mentioned in July.)

Vernon, Texas.—M. E. Church South will expend \$20,000 to erect edifice recently mentioned; plans by J. E. Flanders, Dallas, Texas; Mission style building; 80x100 feet; brick veneer; hot-air or hot-water heat; electric lighting; bids to be opened September 1; J. E. Dodson, chairman building committee.

COURTHOUSES

Tulia, Texas.—W. B. Hale, Swisher County Judge, will receive plans and specifications until September 1 for erection of courthouse; bond issue \$60,000.

DWELLINGS

Baltimore, Md.—Walter C. Mylander, 18 East Lexington street, has had plans prepared by Jacob F. Gerwig, 210 East Lexington street, Baltimore, for six residences on Payson street; 15x60 feet; cost \$12,000.

Baltimore, Md.—Piel Construction Co., Builders' Exchange Building, has had plans prepared by John F. "Mel, Builders' Exchange Building, Baltimore, for 16 dwellings on Arundel avenue; two stories; brick; slag roof; steam heat; electric lights; 14 to occupy sites 23.10x40 feet, 2 18x55 feet; sanitary plumbing; sewerage connections; aggregate cost \$32,000.

Baltimore, Md.—E. A. Blackshear, 2462 Eutaw place, will erect 30 dwellings, recently mentioned, on Linden and Bolton avenues and Ducatel street; three stories; 16x150 feet; Philadelphia style porch fronts; tin or slag roofs; hot-water heat; gas and electric lights; cost \$4000 each; plans by J. B. Yeatman, 4742 Park Heights avenue, Baltimore.

Baltimore, Md.—John J. Dobler, 436 Harford road, awarded contract to George A. Gebb, 321 East Jefferson street, Baltimore, for residence on Mayfield avenue; 42½x36 feet; two and a half stories; mill construction; brick with limestone trimmings and gray impervious face brick; hot water heat; \$12,000; plans by Clyde N. Fris, 11 East Pleasant street, Baltimore.

Baltimore, Md.—Henry E. Cook, 1052 North Front street, has had plans prepared by J. S. Downing, 602 Gordon street, Baltimore, for 12 dwellings and a bungalow on Bellona avenue; 10 of the dwellings will be of concrete blocks; cost \$15,000; the other two and bungalow will be frame; aggregate cost \$6000.

Baltimore, Md.—James A. Cotter, Hotel Belvedere, is negotiating for site on Charles Street avenue, 150x162 feet, on which to erect residence.

Birmingham, Ala.—P. B. Bowers has had plans prepared by Miller & Martin, Title Guarantee Building, Birmingham, for residence; two stories; frame; ordinary construction; furnace heat; gas and electric lights; cost \$3500.

Catonsville, Md.—Robert W. Evans of David E. Evans & Co., 215 Courtland street, awarded contract to Henry Nagle, Catonsville, at about \$12,000 for erection of residence recently mentioned; 15 rooms; plans by Walter M. Gleske, Edmondson avenue, Catonsville.

Chattanooga, Tenn.—Henry F. Holmes will erect residence on Mission Ridge; two stories and basement; native limestone; slate roof; reinforced concrete floors; hot-water heat; cost \$5000; plans by Adams & Alsop, Chattanooga.

Chattanooga, Tenn.—Joseph Trimby will erect residence on Mission Ridge; two stories and basement; brick with Indiana Bedford stone trimmings; 60x70 feet; gas lights; cost \$10,000; plans by R. H. Hunt, James Building, Chattanooga. (Previously mentioned.)

Greensboro, N. C.—H. Lindsay Hopkins is having plans prepared by Weston & Rose, Greensboro, for two bungalows.

Houston, Texas.—J. M. West will erect residence.

Lynchburg, Va.—F. L. Knight awarded contract to W. B. Surad & Co., Lynchburg, for erection of residence; brick; slate roof; gas and electric lights; plans by Lewis & Burnham, Lynchburg.

Lynchburg, Va.—S. H. Franklin has had plans prepared by Lewis & Burnham, Lynchburg, for residence; colonial style; dormer windows; front porch with arched roof; antique front door.

Memphis, Tenn.—John Ely will erect \$9000 residence.

Memphis, Tenn.—J. M. Hughes will erect \$5000 residence.

Memphis, Tenn.—W. H. Reese awarded contract to Hudson & Murphy, Memphis, for erection of \$14,000 residence.

Memphis, Tenn.—Charley Seat awarded contract to J. W. Crawford, Memphis, for erection of \$8000 residence.

Memphis, Tenn.—Frank Lang awarded contract to J. H. Moselage, Memphis, for erection of \$12,000 residence.

Memphis, Tenn.—V. L. Rogers has had plans prepared by L. M. Weathers Company, Memphis, for residence; fireproof; Spanish style; reinforced concrete; foundations, columns, beams, floors and ceilings built as a monolith; other wall to be built with six-inch hollow fireproof tile; no wood joists will be used; floors and ceilings to be reinforced concrete and hardwood floors laid on this; porches and terraces will be of reinforced concrete; roof will be of Spanish tile with copper gutters; interior finished in hardwood; Mr. Weathers will supervise the construction. (Mentioned in July.)

New Orleans, La.—Henry Alcus will erect residence; two stories; brick veneered; cost \$6000.

Norfolk, Va.—Harry L. Nicholas awarded contract to R. L. Hayman, Norfolk, for erection of residence; two stories; frame.

Norfolk, Va.—D. Pender awarded contract to Walker & Roane, Norfolk, for erection of residence in Riverview; frame; cost \$7500.

St. Louis, Mo.—Charles J. Streicher awarded contract to Keane & Franke, St. Louis, for erection of residence; eight rooms; brick.

Towson, Md.—Louis H. A. Klein will erect \$8000 residence.

Valdosta, Ga.—Methodist congregation will erect \$7000 parsonage; F. Strickland, Valdosta; K. Garbutt, Statenville, Ga., and E. L. Vickers, Tifton, Ga., building committee.

Washington, D. C.—J. W. Wheatley, Lanier Heights, will erect five three-story colonial dwellings.

Washington, D. C.—O. G. Burton, proprietor Burton Hotel, 226 North Capitol street, is having plans prepared by Matthew G. Lepley for two-story-and-attic residence in Richmond Park.

Washington, D. C.—William A. Mellen, president Baltimore & Washington Transit Co., 1808 Kalorama road N. W., is having plans prepared by Cloughton West, 1808 Kalorama road N. W., Washington, for residence in Takoma Park.

Washington, D. C.—W. E. Philes, 602 11th street N. W., has had plans prepared by Matthew G. Lepley, 467 H street N. W., Washington, for two-story-and-attic pebble-dash residence in Saul's Addition.

Washington, D. C.—Alvin M. Lothrop of Woodward & Lothrop, 10th and F streets N. W., has had plans prepared by Hornblower & Marshall, 1516 H street N. W., Washington, for residence at Connecticut avenue and California street N. W.; Italian design; three stories; light stone.

Washington, D. C.—W. F. Nash of Nash & Co., 500 Center Market, will erect residence at 16 L street S. W.; two stories; brick; cost \$5000.

Wheeling, W. Va.—F. W. Alstetter, Captain, U. S. Engineers, will open bids on September 23 for building lock-keepers' houses at dams Nos. 18 and 26 on Ohio river.

GOVERNMENT AND STATE BUILDINGS

Charlottesville, Va.—Postoffice and Court-house.—James Knox Taylor, Supervising Architect, Washington, D. C., will receive bids until October 1 for alterations to U. S. postoffice and courthouse at Charlottesville, Va.; plans and specifications on file at office of Postmaster, Charlottesville, Va.

Goldboro, N. C.—Hospital.—State Hospital Commission for State Hospital for Insane will receive bids until August 31 for construction of additional buildings at Goldboro; plans by Barrett & Thomson, Raleigh. (Lately mentioned.)

National Soldiers' Home, Tenn.—Barn, Shop, etc.—Paul E. Divine, treasurer, will open bids September 16 for furnishing materials and constructing surgeon's quarters, chaplain's quarters, dairy barn addition, civilian employers' quarters and repair shop; each a separate contract. Plans may be seen at treasurer's office; copies of specifications, blank proposals, etc., on application.

Petersburg, Va.—W. M. Seay & Son, Lynchburg, Va., is lowest bidder at \$58,775 for extension and remodeling of postoffice and custom-house at Petersburg. (Previously mentioned.)

Salisbury, N. C.—Postoffice.—Supervising Architect James Knox Taylor, Treasury Department, Washington, D. C., has completed preliminary sketches and plans for proposed Federal building at Salisbury; \$125,000 is available for expenditure; probably proposals will be invited soon.

HOTELS

Abingdon, Va.—J. W. Bell and others have purchased Hattie House and will remodel building, improvements to consist of steam-heating plant, electric elevator, tile flooring, plumbing and complete kitchen equipment.

Alta Vista, Va.—Aubrey Chesterman, Lynchburg, Va., has prepared plans for erection of hotel at Alta Vista.

Beaufort, N. C.—Beaufort Hotel Co., lately reported incorporated with \$100,000 capital stock, has plans prepared by H. W. Simpson, Newbern, N. C., for erection of hotel; to contain about 75 rooms; electric lights; cost \$25,000; contract not yet awarded.

Centralia, Mo.—Harris Realty Co., Kansas City, Mo., has purchased Harris mineral springs, and will erect 130-room hotel at the resort.

Charlotte, N. C.—W. J. Moore has awarded contract for erection of hotel; brick; three stories; estimated cost \$15,000.

Marshall, Texas.—Joe Lake will erect hotel; three stories; pressed brick.

Muskogee, Okla.—Amos Gilson and John T. M. Johnson will erect 10-story hotel, to contain 250 rooms.

New Orleans, La.—Audubon Hotel Co., Wm. Mason, Smith, president, is reported as contemplating to build office structure instead of \$1,500,000 hotel previously detailed; excavation for foundation completed some time ago, and site is 163x330 feet. Kennedy, Werner & Atkins, New Orleans and Cincinnati, Ohio, are preparing plans for proposed office building, but probably no definite decision will be made for 60 days. Office structure will probably be 12 stories high, corresponding with Maison Blanche on adjoining lot;

rear portion will probably be one story high at first, although on foundation for 14-story structure.

Oklahoma City, Okla.—Lee Huckins Hotel Co. will rebuild hotel lately reported burned; will erect 10-story office building and hotel combined on lot 85x140 feet, at Broadway and Main streets; south half of building to be used for hotel and to be connected with present seven-story fireproof annex by arcades on each floor; new structure to contain banking-room, lobby, elevators, etc.; four electric elevators; building to cost from \$250,000 to \$300,000. It is contemplated to award contract in about 80 days; architect not selected.

Pensacola, Fla.—Pensacola Hotel Co., recently reported incorporated to erect hotel, has had plans prepared by William Lee Stoddard of New York; company will lease building to Hervey Hotel Co. of Mobile, Ala., for 15 years.

MISCELLANEOUS STRUCTURES

Atlanta, Ga.—Store Building.—Lillenthal Crockery Co. has leased building; will construct plate-glass front and install electric furnishings, etc.; improvements to cost \$5000.

Atlanta, Ga.—Business Building.—J. P. Allen & Co. have leased building and will expend \$25,000 in improvements.

Atlanta, Ga.—Mirror Company has leased building and will expend \$7500 in constructing plate-glass front.

Atlanta, Ga.—Store Building.—Davison-Paxon-Stokes Company has leased building and will expend about \$25,000 for improvements, including plate-glass front; new fixtures; three elevators; rebuilding of stairway; rearranging and relighting entire store.

Baltimore, Md.—Stable.—Samuel Shelley, 407 North Howard street, awarded contract to Henry S. Rippel, 1-7 Clay street, Baltimore, for erection of addition to stable recently mentioned; two stories; brick and concrete; 35x35.6 feet.

Birmingham, Ala.—Store Building.—Bailey & Howard, agents, have had plans prepared by H. D. Breeding, Birmingham, for store building; three stories; brick; 100x140 feet; steam heat; electric lights; electric elevators; cost \$40,000.

Centerville, Md.—Jail.—Commissioners of Queen Anne county awarded contract to Pritchard & Furniss, Pocomoke, Md., at \$16,275 for construction of jail building and sheriff's residence at Centerville, and to Pauly Jail Building Co., St. Louis, Mo., at \$2373 for steel cells.

Cleveland, Okla.—Lodge Building.—Knights of Pythias will erect \$18,000 lodge building.

Elkins, W. Va.—Business Building.—C. H. Scott has had plans prepared by A. C. Lyons, Fairmont, W. Va., for business building recently mentioned; three stories; 60x120 feet; concrete basement under whole structure; South Park cherry red brick, with local sandstone trimmings; ordinary construction; fireproof vaults; natural-gas heating; natural gas and electric combination lighting; cost \$40,000; Edwin Scott will superintend construction, which will be done by job work.

Ensley, Ala.—Lodge Building.—B. P. O. Elks will erect lodge building.

Florence, Ala.—Livery and Sales Barn.—John A. Smith will expend \$10,000 to erect livery and sales barn; 96x125 feet; concrete blocks; electric lighting; contracts awarded to W. N. Graham and Richardson Lumber Co. of Florence. (Recently mentioned.)

Galveston, Texas.—Store Building.—Urban, Stern & Krauss purchased at \$25,000 two lots and will erect three or four-story business building.

Kansas City, Mo.—Masonic Temple.—Masonic Lodge has had plans prepared by J. C. Sunderland, Kansas City, for Masonic Temple; three stories, with two mezzanine floors; 83x112 feet; exterior to line of second story will be faced with white stone; above this, light gray brick; terra-cotta trimmings; ground-floor story, which will be 14 feet high and with floor five feet below sidewalk, will contain banquet hall 48x72 feet, decorated with pilasters along the sides and beamed ceiling; first story, offices of the order, two lodgerooms and reception-room; second floor, assembly-room 58x72 feet, with large stage and balcony around three sides; above this floor will be a 12-foot mezzanine story; cost \$100,000; construction work to be done by Kansas City Masonic Temple Co., Kansas City.

Kansas City, Mo.—Odd Fellows' Temple.—I. O. O. F. have had plans prepared by Rudolf Markgraf, Kansas City, for Odd Fellows' Temple; 60x145 feet; three stories; red vitrified brick trimmed with gray pressed brick and cut stone; interior will be finished

In oak, with frescoed walls and ceilings; basement will contain boiler, with hot-water heating plant; first floor, five storerooms, main vestibule, lobby, directors' room and janitor's quarters; second floor, dining-room 23x46 feet, lodgeroom 46x57 feet, reception kitchen, etc.; third floor, two lodgerooms 46x57 feet and 32x46 feet, examination rooms, etc.

Kansas City, Mo.—Mercantile Building.—Crow & Nelson, 110 Gibraltar Building, will erect brick mercantile building; two stories and basement, 50x100 feet; mill construction; steam heat; electric lighting; freight elevator; cost \$15,000; plans by Geo. Carmen, Kansas City; no contractor; construction has begun.

Knoxville, Tenn.—Business Building.—Mrs. Jeannette D. Cowan will erect business building; three stories; reinforced concrete.

Louisville, Ky.—Hospital.—Jewish Hospital Association has had plans prepared by D. X. Murphy & Bro., Louisville, for addition to Jewish Hospital; brick; three stories; cost \$21,000.

Memphis, Tenn.—Store Building.—Mrs. D. P. Hadden will erect store building; three stories on first floor; second floor, apartments.

Memphis, Tenn.—Convent.—Sisters of the Good Shepherd will erect \$15,000 brick addition to convent; bonds will be issued.

Nashville, Ark.—Store Building.—W. W. Brown, Camden, Ark., recently noted to erect store building, will construct one-story fireproof structure, 75x120 feet, for retail hardware business; brick; fireproof; hot-air heating; gas lighting; cost \$9,000; plans and construction by E. A. Williams, Nashville. (See "Machinery Wanted.")

Ocala, Fla.—Business Building.—J. C. Luke will erect two-story brick business building.

Onancock, Va.—Store Building.—Henry C. Crockett will erect store building 50x75 feet.

Palmyra, Mo.—Infirmary.—Marion County Commissioners have had plans prepared by Fred Bell, Fulton, Mo., for county infirmary at Palmyra, for which \$70,000 of bonds have been voted.

Prescott, Ark.—Business Building.—James G. Clark awarded contract to Nathan O'Neal, Gardon, Ark., for erection of business building; one story; 19-foot ceiling, with deck at the rear; 50x110, with warehouse in rear; brick.

Quannah, Texas—Store Buildings.—J. B. Goodlett has had plans prepared by and awarded contract to S. W. Bolton, Bonham, Texas, for erection of two store buildings; 75x100 feet and 50x100 feet under one roof; two stories; brick; electric lights; hand-power elevator 8x12 feet; cost \$30,000. (Recently mentioned.)

Richmond, Va.—Y. M. C. A. Building.—Young Men's Christian Association will open bids September 10 for erection of building; certified check for 1 per cent. of bid; plans and specifications on file at office of Davis & Davis, architects, 1600 Chestnut street, Philadelphia, Pa., or W. C. West, Merchants' Bank Building, Richmond; S. K. McKee, secretary new building committee, Main and 6th streets, Richmond. (Mentioned in July.)

San Antonio, Texas.—Green Davidson and J. C. Sullivan will remodel First Presbyterian Church building into store and apartment building; improvements to cost \$16,000.

Sapulpa, Okla.—Business Building.—Gasot Bros. will erect business building; three stories; brick.

St. Louis, Mo.—Women's Christian Association has had plans prepared by J. Hal Lynch, 7th and Locust streets, St. Louis, for Blind Girls' Home; 100x142 feet; brick, with stone and terra-cotta trimmings; terra-cotta roof; electric lights; cost \$60,000. (Recently mentioned.)

St. Petersburg, Fla.—Business Building.—Jones Bros. have had plans prepared by R. W. Miller, St. Petersburg, for store building; 80x50 feet; two stories, three storerooms and dwelling; brick; electric lights; cost \$11,000. (See "Machinery Wanted.")

Trezevant, Tenn.—Store Building.—Jeff J. Blanks Company awarded contract to N. W. Raines and O. C. Sloan, Trezevant, for erection of two store buildings; three stories; brick; cost about \$7,000.

Washington, D. C.—Hospital.—Garfield Memorial Hospital, Florida avenue opposite 10th street N. W., has had plans prepared for hospital building by Appleton P. Clarke, 119 6th street N. E., Washington (not Wood, Donn & Deming, as recently noted).

Washington, D. C.—Store Building.—T. D. Casey awarded contract to R. Jennings, Congress Heights, Washington, for erection of store and dwelling at 332 14th street S. W.; brick; cost \$6,000.

MUNICIPAL BUILDINGS

Kansas City, Mo.—Fire Station.—Board of Public Works will open bids August 28 for erection of fire station recently mentioned; certified check for 10 per cent. amount of bid, payable to Gus Pearson, City Comptroller; plans and specifications on file at office of Edgar C. Faris, architect, 507 Shukert Building, Kansas City; Robert L. Goodnow, secretary.

Montgomery, Ala.—Hospital.—City will vote September 21 on \$50,000 bonds for city hospital. Address The Mayor. (Previously mentioned.)

St. Louis, Mo.—Board of Public Improvements approved plans and specifications for erection of engine-house No. 47; cost \$20,000; park entrance and comfort station, cost \$16,000; building at insane asylum, cost \$75,000.

Washington, D. C.—Shops and Stables.—Government awarded contract to Martin McNamara, 307 K street N. E., Washington, for construction of shops and stables at Agricultural Department grounds, Washington.

Wichita Falls, Texas.—City has called election to vote on issuance of \$3500 City Hall bonds. Address The Mayor.

RAILWAY STATIONS

Athens, Ga.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., contemplates an expenditure of \$75,000 to build proposed terminal station at Athens.

Gadsden, Ala.—Louisville & Nashville Railway, W. H. Courtenay, chief engineer, Louisville, Ky., will, it is reported, erect depot at Gadsden.

Hattiesburg, Miss.—New Orleans & North-eastern Railroad is reported as having ordered Graham Construction Co. of Hattiesburg to begin grading foundation for proposed passenger depot, previously reported; 40x300 feet; ordinary brick construction; tile roof; steam heat; gas and electric fixtures; estimated cost \$125,000; architects, Frank P. Milburn & Co., Home Life Building, Washington, D. C.; James C. Haugh, New Orleans, La., engineer for railway company.

SCHOOLS

Annapolis, Md.—Contractors estimating on erection of gymnasium and drillroom for St. John's College, recently mentioned, include Engineering-Contracting Co., American Building; Noel Construction Co., Calvert and German streets; John Waters, 23 East Center street; John Cowan, 106 West Madison street; Henry Smith & Sons Company, 115 Hanover street; B. F. Bennett Engineering Co., 123 South Howard street; D. M. Andrews Company, Vickers Building, all of Baltimore, Md.; Daniel Harding, Towson, Md.; E. D. Skipper & Co., James J. Stehle, Elmer E. Parkinson, George W. Evans, W. S. Watts, all of Annapolis.

Baltimore, Md.—Board of Awards will receive bids at office of City Register J. Sewell Thomas, City Hall, until September 2 for erection of school building at Mulberry and Payson streets; certified check on clearing-house bank for \$500; plans and specifications on file at office of Edward D. Preston, Inspector of Buildings, City Hall; J. Barry Mahool, Mayor.

Baltimore, Md.—Contractors estimating on erection of addition to No. 60 school building, recently mentioned, include Henry S. Rippel, 1-7 Clay street; Fred Decker & Son, 1209 East Biddle street; B. F. Bennett Engineering Co., 123 South Howard street; J. J. Walsh & Son, 1525 Maryland avenue; James Farley, Franklin Building; P. J. Cusken & Co., Law Building; Joseph Schamberger, 2122 East Baltimore street; Noel Construction Co., Calvert and German streets; Edward Watters & Co., 532 St. Paul street, and Charles L. Stockhausen, National Marine Bank Building, all of Baltimore.

Baltimore, Md.—Baltimore Talmud Torah Society awarded contract to Israel Silberstein, Calvert Building, Baltimore, for improvements to Philanthropy Hall, on East Baltimore street, for school purposes; plans by Louis Levi, American Building, Baltimore. (Mentioned in July.)

Bessemer, Ala.—City recently noted to award contract to W. E. Coston & Co., Bessemer, will erect school building; 105x107 feet; three stories, including basement; pressed brick with stone trimmings; mill construction; steam heat; electric lights; cost about \$35,000; plans by W. E. Benns, Bessemer.

Branchville, S. C.—City voted one mill school tax and \$3,000 of bonds for erection of school building. Address The Mayor.

Bristow, Okla.—City, recently reported to award contract to L. C. Martin, Bristow, will erect school building; 72x92 feet; two

stories and basement; brick; tile roof; hot-water heat; cost \$15,000; plans by J. W. Roberts, Claremore, Okla.

Charleston, S. C.—City awarded contract to Simons-Mayrant Company, Charleston, at \$34,686 for erection of proposed Julian Mitchell School building, and to R. M. Masters, Charleston, at \$1349 for heating and plumbing; plans by J. F. Leitner, Wilmington, N. C.

Clarendon, Va.—Alexandria County School Trustees are arranging for erection of \$10,000 school building at Cherrydale.

Cleburne, Texas.—City will erect school building. Address The Mayor.

College Station, Texas.—Agricultural and Mechanical College will open bids latter part of September for erection of engineering building recently described; plans by F. E. Giesecke, college architect; building 60x120 feet; low-pressure steam heat; electric lighting; cost about \$60,000.

Dalton, Ga.—City will erect school building. Address The Mayor.

Fort Worth, Texas.—School building, contract recently noted awarded to B. F. Sargent, Fort Worth, will be of brick (wall) construction, with reinforced concrete floors, roof and columns; steam heat; electric lighting; size, 65x65 feet; cost \$17,000; plans by M. L. Waller, 709 Flatiron Building, Fort Worth.

Frankfort, Ky.—State Board of Control of Charitable Institutions will open bids September 8 for erection of girls' dormitory and laundry building at Feeble-Minded Institute; two stories and basement; brick; fireproof; steam heat; electric lights; cost \$25,000; plans prepared by D. X. Murphy & Bro., Louisville, Ky.; Albert Scott, chairman.

Greeleyville, S. C.—City will erect school building recently mentioned; two stories; brick; cost \$7,000; plans by Shand & Lafaye, Columbia, S. C.

Lakeland, Fla.—City has voted negatively on proposed issuance of \$15,000 of bonds for erection of school building. (Mentioned in July.)

Lynchburg, Va.—Virginia Christian College awarded contract to Jones & Adams, Lynchburg, for erection of \$20,000 boys' dormitory recently mentioned; plans by E. G. Frye, Lynchburg.

Madison, Miss.—City has issued bonds to erect \$5,000 school building. Address The Mayor.

Mebane, N. C.—City is having plans prepared by Hill C. Linthicum, Durham, N. C., for Bingham school building at Mebane.

Montgomery, Ala.—City will vote September 21 on \$140,000 of bonds for school improvements. Address The Mayor. (Previously mentioned.)

Mount Vernon, Texas.—City has voted \$15,000 of bonds for erection of school building. Address The Mayor.

Natchez, Miss.—Architects submitting plans for proposed Carpenter Memorial School building include Garstang & Ren, Joplin, Mo.; George W. Payne, Carthage, Mo.; Charles Valade, William Drago, C. W. J. Neville and Keenan & Wells, all of New Orleans, La. (Mentioned in July.)

Nicholls, Ga.—City will issue \$16,000 of bonds for erection of school building. Address The Mayor.

Norman, Okla.—Board of regents has had plans prepared and will award contract in about 30 days for erection of proposed university building. Address The Mayor.

Park, Station R, Knoxville, Tenn.—City awarded contract to Blackburn & Co., Knoxville, for erection of school building; brick; steam heat; electric lights; cost \$25,000; plans by George T. Barber, Knoxville. (City recently noted to vote bonds.)

Radford, Va.—School Board awarded contract to P. D. Agee & Co., South Boston, Va., for erection of West Ward school building, bid for construction, heating and plumbing being \$15,173.55, and to J. C. Curtis, Newport News, Va., for erection of East Ward school building, bid for building, heating and plumbing being \$15,619.80, and to American Heating & Ventilating Co., Radford, for heating and ventilating both buildings; hot-air and dry closet system will be installed; plans by C. M. Robinson, Richmond, Va. (Mentioned in July.)

Rock Hill, S. C.—Winthrop College, D. B. Johnson, president, will open bids September 15 for erection of dormitory building and heating of same; each bid for construction work to be accompanied by certified check for \$5,000 and each heating bid by certified check for \$300; plans and specifications on file at Winthrop College and at office of Edwards & Walter, architects, 631 Candier Building, Atlanta, Ga., or can be obtained from architects on deposit of certified check

for \$25; D. B. Johnson, O. B. Martin, W. J. Roddy, committee for trustees.

Shady Point, Okla.—City awarded contract to J. S. Terry Construction Co., Poteau, Okla., for erection of school building recently mentioned; 34.6x72 feet; stone foundation; brick walls; wooden floors and ceilings; plastered walls; shingled roof; cost \$4650.

Sunset, La.—City has voted tax for erection of school buildings. Address The Mayor.

Tazewell, Va.—City has had plans prepared by Walter Jefferson Smith, Bramwell, W. Va., for school building recently mentioned; 109x103 feet; two stories and basement; steam heat; electric lights; cost \$22,000; bids to be opened September 1.

Woodside (not a postoffice), Md.—School Board awarded contract to John T. Clark, Silver Spring, Md., for erection of proposed school building at Woodside; two stories; brick; slate roof; eight rooms; hot-air heat; gravity ventilator system; cost \$13,000; plans by N. B. Grimm, 635 F street N. W., Washington, D. C.

THEATERS

Anderson, S. C.—J. C. Cummings is promoting organization of company to erect opera-house; seating capacity about 1200; first floor will contain three storerooms 25x50 feet; 15-foot arcade entrance leading to opera-house will be constructed between stores; cost \$30,000; plans being prepared.

Baltimore, Md.—John Chesno has awarded contract to Henry L. Maas, 906 Alsquith street, Baltimore, for remodeling building 625-627 Columbia avenue into theater.

Houston, Texas.—George M. Kuhn, proprietor Majestic Theater, has awarded contract to Young & McCoy, Houston, to remodel burned theater.

WAREHOUSES

Batesville, Miss.—Second District Farmers' Union Warehouse Co. awarded contract to Thomas Lumber Co., Batesville, for erection of warehouse.

Charlotte, N. C.—Mecklenburg Warehouse Co., incorporated with \$125,000 capital stock by W. C. Crosby, J. T. Kell, H. Q. Alexander and others; will erect warehouse; capacity 6000 bales of cotton; estimated cost \$10,000.

Chattanooga, Tenn.—Chattanooga Builders' Supply Co., Porter Warner, president, will erect warehouse; wooden framework covered on outside with metal laths and hydraulic cement stucco, plastered inside with cement plaster; composition roof; cost \$8,000; plans by Adams & Alsop, James Building, Chattanooga.

Georgetown, Ky.—Indian Refining Co. will erect barrel warehouse; concrete block and brick; 400x50 feet.

Linden, Ala.—T. B. Seals of Livingston is promoting organization of stock company to erect warehouse at Linden.

Montgomery, Ala.—City will vote September 1 on \$10,000 bonds for city warehouse and wharf. Address The Mayor. (Previously mentioned.)

Norfolk, Va.—Atlantic Coast Terminal Co. is reported as preparing to plan the construction of its proposed export warehouses on the water-front.

Tampa, Fla.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., plans an expenditure of \$50,000 to build proposed warehouse at Jacksonville.

RAILROAD CONSTRUCTION

RAILWAYS

Altus, Okla.—H. H. Fielder, chief engineer of the Altus, Roswell & El Paso Railway Co., writes the Manufacturers' Record that the grading from Altus to Hollis, Okla., 35 miles, has been completed, and bids are asked to build track and bridges. The grading averaged about 12,000 cubic yards per mile, the line having 3 degrees maximum curvature and 1 per cent. maximum grade. Edward Kennedy is president.

Anchor, Texas.—Reported that the Texas State Penitentiary Board will build a railroad 6 1/4 miles long, from Anchor to the Ramsey Farm near Chenango. The line will be standard gauge and of the best construction. J. H. Herring, superintendent of the State Penitentiary at Huntsville, Texas, may give information.

Ardmore, Okla.—Reported that the Colorado, Oklahoma & Gulf Railway Co. has secured rights of way and that construction will probably soon begin. Among those interested are Wm. J. Carter, Rockefeller Building, Cleveland, Ohio; J. E. Parker, Atlanta, Ga.; C. W. Young, Memphis, Tenn.,

and the Southern Asphalt Co.; line will connect Ardmore, Berwyn, Willford, Chickasha and Arapahoe.

Ballinger, Texas.—Reported that the Lynn, Kerner & Hubbard Construction Co. is estimating for the proposed railroad from Ballinger to Abilene, Texas. C. A. Doose is president and W. J. McDaniel is general manager and chief engineer of the Ballinger & Abilene Railroad Co. at Ballinger, Texas.

Dallas, Texas.—The Missouri, Kansas & Texas Railway is reported to be grading for its proposed extension of terminals. About five acres are being filled in. The improvements will cost from \$250,000 to \$300,000, including buildings. Similar work is being done at Fort Worth, Texas. W. G. Koch, superintendent at Denison, Texas, has charge; J. W. Petheram is chief engineer at Dallas, Texas.

Douglas, Ga.—The Georgia & Florida Railway Co. It is reported, has authorized a contract for 20 miles of line from the Altamaha river to Vidalia, Ga. Bids are to be asked immediately. G. B. Hazlehurst is chief engineer at Douglas, Ga.

Edgfield, S. C.—Bids are requested for surveying the proposed line of the Augusta & Edgfield Electric Railway. Wm. P. Calhoun of Edgfield, S. C., is chairman of the board.

Edgemont, N. C.—A citizens' meeting at Blowing Rock has passed a resolution requesting that a vote be taken in Watauga county in November to subscribe \$100,000 for bonds of the proposed Watauga Railroad, to extend from Edgemont to Blowing Rock.

Fitzgerald, Ga.—A street-railway franchise has been granted to a company which promises that cars will be running by January 1. The line will also extend from Fitzgerald to Ocella, Ga. The Fitzgerald & Ocella Electric Railway Co. was organized last winter to build this line; S. Tilden Holtzendorf of New York, president; C. A. Holtzendorf of Fitzgerald, Ga., secretary and treasurer.

Gainesville, Texas.—Concerning the press report that Philadelphia capitalists were considering plans to build an interurban electric railway from Gainesville to Dallas, Texas, Secretary Sam J. Helm of the Commercial Club at Gainesville writes the Manufacturers' Record that M. S. Healy, general manager of the Texas, New Mexico & Pacific Railway Co., McKinney, Texas, recently wrote asking if the club would aid in building an interurban line from Gainesville to Terrell via Dallas, and from the correspondence on the subject it is judged that the Scioto Valley Construction Co., represented by Daugherty & Todd, the Wyandotte, Columbus, Ohio, is behind the enterprise. Mr. Helm also says that an electric line between Gainesville and Chickasha, Okla., is now contemplated, and the commercial clubs of the two places are working for it.

Gainesville, Texas.—Mr. J. R. Bell writes the Manufacturers' Record that it is desired to build an interurban electric railway from Gainesville to Dallas, Texas, via Pilot Point and Denton, including a street railway in Gainesville.

Groveton, Texas.—The Texas Northern Railway Co. has changed its name to the Groveton, Lufkin & Northern Railway. It is building the line of the Trinity County Lumber Co. from Groveton to Lufkin, Texas, 36 miles. D. J. Batchelder is president, 811 Wright Building, St. Louis, Mo., and J. C. Anderson is vice-president and treasurer at Groveton, Texas.

Harrison, Ark.—Reported that W. A. Squires of Sulphur, Okla., is promoting the plan to build a railroad from Harrison to Bergman to connect with the Missouri Pacific Railway, and it is also proposed to extend it south to Clarksville to connect with the Iron Mountain Division.

Haskell, Texas.—Application for a franchise has been made by the Haskell & Rule Street Railway Co., which proposes to build an electric line from Rule to Haskell, Texas. J. H. Mahan is promoter.

Hattiesburg, Miss.—Reported that the New Orleans & Northeastern Railroad has awarded a contract to the Graham Construction Co. for grading the site of the new passenger station, which will cost \$125,000. J. C. Haugh is resident engineer at New Orleans.

Hot Springs, Ark.—Frank S. Treadway of Kansas City, who is president of the Ouachita Valley Construction Co., is reported as saying that work will begin immediately on the proposed railroad from Hot Springs to Mena, Ark. G. H. Gilbert of New York is chief engineer; headquarters at Hot Springs.

Huntsville, Ala.—A franchise has been granted to Ed L. Pulley and associates for an electric railway from Huntsville to the Fair Grounds, and this, it is reported, will be part of the plans of the Huntsville &

Chattanooga Interurban Railway & Electric Power Co. The company will also have an electric-light and power plant.

Jasper, Ala.—The Alabama Central Railroad Co. is reported to be surveying for an extension from Manchester to Falls City, Ala. A. Russell is vice-president and general manager at Jasper, Ala., and E. M. Barton is president, 1018 Chamber of Commerce, Chicago, Ill.

Lenoir, N. C.—The Yadkin Lumber Co. is reported to be contemplating building a railroad from Lenoir to North Wilkesboro, following the Yadkin river valley and Buffalo creek.

Leslie, Ark.—Concerning the press report that the Missouri & North Arkansas Railroad Co. contemplated building an extension from Helena, Ark., to New Orleans, an officer of the company writes the Manufacturers' Record that the interests controlling the road have never said whether an extension would or would not be built from Helena.

Little Rock, Ark.—H. L. Rammel, president of the Mercantile Trust Co., and associates are reported to be endeavoring to revive the plan to build the proposed Arkansas Anthracite Railroad between Paris and Prairie View, Ark. The parties interested own a large tract of coal land in Logan and other counties.

McAlester, Okla.—Reported that the Missouri, Kansas & Texas Railway will move its division terminals from Muskogee to McAlester and will build 16,000 feet of track here. S. B. Fisher is chief engineer at St. Louis, Mo.

Marshall, Texas.—The Marshall & East Texas Railway Co. has been incorporated by the purchasers of the Texas Southern Railroad, and the new company will, it is said, absorb the old line, which is to be improved and extended to the Gulf of Mexico; capital \$75,000. The main line is now 74 miles long, from Marshall to Willsboro, Texas. It has altogether about 110 miles of track. The incorporators of the new company are Osce Goodwin, J. F. Strickland, M. B. Templeton, J. W. Ogburn and J. J. Carter of Dallas, Texas; Albert T. Perkins, John F. Shepley and A. A. McMillan of St. Louis, Mo.; E. Key of Marshall, Texas, and C. H. Morris of Willsboro, Texas.

Monroe, La.—Concerning the press report that financial arrangements were completed to build the proposed Monroe, Farmerville & Hope Railroad, the Manufacturers' Record is informed that the Ouachita Railroad Construction Co., a New York corporation, contemplates building a line from Monroe, La., to Hope, Ark., but arrangements have not been concluded and the report is premature. It is expected to soon complete location survey. D. H. Nichols is engineer at Monroe, La.

Oklahoma City, Okla.—G. B. Stone, president of the Chamber of Commerce, who is now in Europe, is quoted as writing that a company composed of Vienna capitalists is being organized to build an electric railway from Oklahoma City to Wichita Falls, Texas. Mr. Stone is interested in the proposed Oklahoma & Texas Railroad.

Port Arthur, Texas.—H. Falkenberg, chief engineer of the Port Arthur & Houston Short Line, is reported as saying that seven miles of grade has been completed and construction is being pushed to the Goose Creek oil fields. This work is near Laporte, Texas.

Quitman, Texas.—M. J. Healy writes the Manufacturers' Record that a railroad company has been organized to build a line from Mineola to Paris, Texas, about 55 miles. Survey is being made through Wood, Hopkins and Lamar counties; right of way secured and about \$150,000. Ten miles are to be built as soon as possible, and company would like to hear from a reliable party or construction company who would participate in the enterprise. The officers are Wm. Lloyd of Quitman, Texas, president; M. J. Healy, also of Quitman, assistant to the president and general manager; T. A. Stephens, vice-president; Jno. W. Smart, secretary and treasurer. Address Mr. Healy at Quitman, Texas.

Richmond, Va.—Reported that the Richmond, Fredericksburg & Potomac Railroad will reballast its line from Richmond to Washington with gravel from a pit at Massaponax, 57 miles north of Richmond. Capt. S. B. Rice will have charge of the work.

Rockland, Texas.—J. A. Turner, general superintendent, is reported as saying that the Burrs Ferry, Brownell & Chester Railroad Co. will build 27 miles of track from Turpentine to Brownell, work to start October 1. Grading is completed. P. G. Omohundro is chief engineer at Rockland, Texas.

Rockport, Texas.—The Board of Trade is promoting plans to build a railroad, possibly to connect with the St. Louis, Brownsville &

Mexico Railway or the Missouri, Kansas & Texas at Smithville. Address Secretary of the Board of Trade.

Salem, Va.—The Town Council has sold a street-railway franchise to the Roanoke Railway & Electric Co. to build a line on Main street in Salem, from College avenue to Lake Spring. J. W. Hancock is general manager at Roanoke, Va.

San Antonio, Texas.—Dr. C. F. Simmons of Excelsior Springs, Mo., and San Antonio, Texas, is reported as saying that his proposed railroad from San Antonio to Simmons City, in Live Oak county, Texas, about 70 miles, for which a survey has been at least partly made, will be standard gauge and will be as nearly as practicable midway between the San Antonio & Aransas Pass Railway and the International & Great Northern Railroad. Rails will be 60 pounds to the yard, except in terminals, where they will be 50 pounds. Ties will be of regulation dimensions laid two feet from center to center.

Shubuta, Miss.—President W. B. Allen of the Shubuta & Southwestern Railroad Co. informs the Manufacturers' Record that the proposed line is not assured. According to a report, it is intended to build to Laurel, Miss. Mr. Allen is also president of the Kaupf Lumber Co. at Shubuta.

Stephenville, Texas.—Mr. L. J. Polk, vice-president and general manager of the Stephenville North & South Texas Railway, informs the Manufacturers' Record that the press report quoting him as saying that arrangements were completed for an extension to the Palo Pinto county oil fields and also from Hamilton south is incorrect.

Stephenville, Texas.—The Stephenville North & South Texas Railroad Co., it is reported, contemplates issuing bonds for improvements. Col. L. J. Polk is vice-president and general manager at Stephenville, Texas.

Tampa, Fla.—H. N. McCrary, engineer in charge for the Seaboard Air Line improvements at Grassy Island, is reported as saying that work will begin this week. Mr. Hillyer of Burwell & Hillyer, Jacksonville, Fla., contractors for wharves and warehouses, has also arrived to start the work, and machinery and materials are on the way.

Tampa, Fla.—An official of the Atlantic Coast Line, in a letter to the Manufacturers' Record, denies the press report that the company has made a survey for a line from Odessa, Fla., to Tampa, 18 miles.

Temple, Texas.—The Gulf, Colorado & Santa Fe Railway, it is reported, contemplates extensive improvements at Temple. C. F. W. Felt is chief engineer at Galveston, Texas.

Wagoner, Okla.—The Missouri, Kansas & Texas Railway is reported to have begun work on its proposed switching yards at Wagoner. It is said there will be 60 side-tracks, each 1½ miles long. S. B. Fisher is chief engineer at St. Louis, Mo.

West Liberty, Ky.—Reported that Louisville capitalists are back of a railroad plan to develop coal fields in Morgan county, the line to start from Johnson Junction and run to Flemingburg. Another line will connect Hillsboro and Morehead. The Mayor of West Liberty may be able to give information.

STREET RAILWAYS

Hattiesburg, Miss.—Reported that S. E. Travis has been elected president of the Hattiesburg Traction Co. to succeed A. F. Thomasson, resigned, and that plans for construction of the proposed street railway will be taken up immediately.

Salem, Va.—The town of Salem has granted a franchise to the Roanoke Railway & Electric Co. to extend its line one mile out Main street to Lake Spring. J. W. Hancock is general manager at Roanoke, Va.

Salisbury, N. C.—The Piedmont Electric Railway Co., it is reported, has been granted an extension of franchise to build a belt line skirting Salisbury on the north and west. It is also proposed to build at Spencer and East Spencer. T. H. Vanderford, T. J. Jerome, M. L. Jackson and others are interested.

Designing Methods in Reinforced Concrete.

The Expanded Metal & Corrugated Bar Co., Frisco Building, St. Louis, Mo., is now distributing "Designing Methods—Reinforced Concrete Construction" for August. This publication contains data that will interest engineers and concrete contractors, its subject this month being standard designs for bridges and culverts for highway traffic. Many valuable tables and diagrams are included in the publication.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Agricultural Implements.—Ferrara y Garcia Rodriguez, Apartado 355, Monterey, N. L., Mexico, wants to represent American manufacturers of agricultural machinery.

Air Compressor.—See "Water-works Equipment."

Air Compressor.—Austin Run Mining Co., 507 Harrison Building, Philadelphia, Pa., wants two-stage steam-driven air compressor, 90 pounds pressure, etc. (See "Power Plant.")

Air Compressor.—Carrington-Gonella Stone Co., Sanford, N. C., wants gasoline air compressors to furnish power for four to eight pneumatic tools for dressed stone.

Air Compressors.—United Kaolin Properties Co., 728 First National Bank Building, Chicago, Ill., in market for air compressors. (See "Kaolin Plant.")

Bagging and Ties.—J. G. White, Grover, N. C., wants catalogues and prices on second-hand pleeced bagging and ties.

Belting.—See "Leather Strips."

Boiler.—Austin Run Mining Co., 507 Harrison Building, Philadelphia, Pa., wants 100-horse-power horizontal tubular boiler and 40-foot stack. (See "Power Plant.")

Boiler.—J. G. White, Grover, N. C., wants catalogues and prices on 25-horse-power stationary boiler.

Boiler.—J. H. Macleary, Suffolk, Va., in market for boiler for skidding machine. (See "Skidding Machine.")

Boilers.—Morgans Fork Lumber Co., Mendville, Miss., wants prices on 100-horse-power return flue boiler.

Boilers.—See "Water-works Equipment."

Brick.—See "Building Materials."

Bridge.—G. B. Cooper, clerk, Stanford, Ky., will receive bids until October 1 for construction of iron or steel bridge across Hanging Fork creek; two spans, each 32 feet long, 16 feet wide.

Bridge Construction.—E. E. Ellsworth, City Recorder, Johnson City, Tenn., will open proposals September 3 for complete construction of reinforced-concrete girder for iron (or steel) I-beam and concrete bridge across Brush creek; bridge to be 50 feet wide and 29-foot span, with concrete coping or railing on each side to be built on piers already in; bridge to be built complete, with six-foot sidewalk on one side and 10-foot sidewalk on other, ready for brick paving on roadway, but not to include paving proper; plans and specifications to be furnished by bidder and must accompany bid; certified check for \$150 to accompany all bids.

Bridges.—Altus, Roswell & El Paso Railroad Co., H. H. Fielder, chief engineer, Altus, Okla., invites bids for bridging and track complete between Altus and Hollis, 35 miles, including 1700-foot pile bridge; all bridging will average 150 feet to mile; 60 or 65-pound relay steel; grading is completed.

Building Material.—Hamilton-Bacon-Hamilton Company, Bristol, Tenn., wants prices on building materials for \$7000 to \$8000 carriage shop.

Building Materials.—E. A. Williams, Nashville, Ark., wants prices on lime, brick, cement, columns, lintels, sills, ventilators and steel roofing.

Building Materials.—Jones Bros., St. Petersburg, Fla., want prices on stone, glass and iron.

Car Pusher.—Bishopville Oil Mill, J. R. C. Boyer, manager, Bishopville, S. C., wants second-hand pinch bar or car pusher.

Cement.—McGee Concrete & Construction Co., Greenville, S. C., wants prices on cement f. o. b. Greenville, N. C.

Cement.—See "Building Materials."

Cement.—U. S. Engineer office, Vicksburg, Miss. Sealed proposals for furnishing Port-

land cement for use in construction of lock and dam No. 8, Ouachita river, Ark., will be received until September 8, and then publicly opened; information on application; Clarke S. Smith, Captain, Engineers.

Chairs.—See "Seating."

Coal.—Rhode Island Company, Spray, N. C., wants to correspond with shippers of anthracite coal.

Compress.—Harry S. Jackson, Beaumont, Texas, wants information on construction of cotton compress.

Cotton Duck, etc.—American Conduit Manufacturing Co., Keystone Building, Pittsburgh, Pa., in market for sized cotton duck and apparatus for cutting same into narrow strips.

Cotton Ties.—See "Bagging and Ties."

Crane.—A. V. Kaiser & Co., 739 Drexel Building, Philadelphia, Pa., in market for yard crane. (See "Steam Shovel.")

Crushers.—United Kaolin Properties Co., 726 First National Bank Building, Chicago, Ill., in market for crushers. (See "Kaolin Plant.")

Crushing Machinery.—North Georgia Marble Co., Talona, Ga., in market for crushing and pulverizing machinery to make broken stone and marble dust.

Crushing Machinery.—Sewickley Lead & Zinc Co., 919 Jackson street, Joplin, Mo., will want crushing machinery (cost \$5000 to \$8000) for lead and zinc mining.

Drainage Ditch.—Sealed bids will be received by South End Land Co., at office of F. L. Dormant, civil engineer, Klam Building, Houston, Texas, or Harman Engineering Co., Peoria, Ill., until September 5 for construction of main and lateral drainage ditches, containing approximately 150,000 cubic yards, in accordance with plans, profiles and specifications on file in offices above named; copies furnished on application. Main ditch, 4 to 14 feet wide on bottom and 5 to 7 feet deep; lateral ditches, 4 feet wide on bottom and 5 to 7 feet deep; excavation is to be wasted as directed; total length of ditches will be approximately: Main ditch, 1 1/2 miles; lateral ditches, 7 miles. The work is to be begun on or before 1st of October and completed on or before 1st of February, 1909. Payments for 80 per cent. of the work done on monthly estimates, balance on completion.

Driers.—United Kaolin Properties Co., 726 First National Bank Building, Chicago, Ill., in market for driers. (See "Kaolin Plant.")

Drills.—Austin Run Mining Co., 507 Harrison Building, Philadelphia, Pa., wants eight 2 1/2-inch cylinder air drills, etc. (See "Power Plant.")

Dump Cars.—Sealed proposals will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until September 21 for furnishing 200 dump cars. Blanks and general information relating to Circular No. 463 may be obtained at above office or offices of assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans; 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Business Men's League, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash. F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Electrical Machinery.—John H. Pitt, Jacksonville, Fla., wants to correspond with manufacturers of electrical machinery relative to storage batteries for operating heavy machinery and railway cars.

Electrical Machinery.—Finnell & Nicol, Prattville, Ala., will buy dynamo.

Electric Motor.—Department of Justice, office of R. V. Ladow, Superintendent of Prisons and Prisoners, Washington, D. C. Sealed proposals will be received until September 9 for furnishing and delivering at United States Penitentiary, Atlanta, Ga., one 25-horse-power electric motor and material, in accordance with specifications, copies of which, together with further information, may be had upon application at this office.

Electric Plant.—E. F. Strother, Batesburg, S. C., in market for electric plant, water-wheels, etc., for plant to transmit electricity seven miles.

Elevators.—Bureau of Yards and Docks, Navy Department, Washington, D. C., will open bids September 5 for furnishing and installing five electric elevators at Navy-yard, Norfolk, Va. Plans and specifications can be obtained on application to Bureau or

to Commandant of Navy-yard named. R. C. Hollyday, Chief of Bureau.

Elevator.—Hamilton-Bacon-Hamilton Company, Bristol, Tenn., wants prices on elevator for carriage shop.

Engine.—L. F. Hobbs, Box 483, Norfolk, Va., wants simple steam engine; 75 horsepower; center crank; give full particulars and lowest price.

Engine.—See "Gasoline Engine."

Engine.—Capt. D. W. Hand, Fort Barrancas, Fla., will open bids September 2 for hot-air pumping engine.

Engine.—Austin Run Mining Co., 507 Harrison Building, Philadelphia, Pa., wants 70-horse-power steam engine. (See "Power Plant.")

Engines.—Morgans Fork Lumber Co., Meadville, Miss., wants prices on 60 or 70-horse-power engine.

Fire-department Equipment.—Orion L. Roark, City Clerk, Greenville, Ky., wants catalogues and prices of hose, nozzles, ladders, firemen's clothing, etc.

Gasoline Engine.—Byrd Bros., Route No. 3, Salisbury, N. C., want prices on one gasoline engine, 8 to 12 horse-power, for hoisting; both belt and gear driven; with or without friction gear.

Glass.—Hamilton-Bacon-Hamilton Company, Bristol, Tenn., wants prices on glass.

Handle Manufacturers.—Oaks Manufacturing Co., Newbern, N. C., wants addresses of plow-handle manufacturers.

Heating Apparatus, etc.—Maryland Asylum and Training School for Feeble-Minded, Frank W. Keating, superintendent, Owings Mills, Md., will open proposals September 2 for installation of low-pressure steam-heating apparatus and for plumbing in stone dormitory now being erected, after drawings and specifications by Ellicott & Emmart, 1101 Union Trust Building, Baltimore, Md.; drawings, etc., on file at superintendent's office and at architect's office.

Holst.—A. V. Kaiser & Co., 739 Drexel Building, Philadelphia, Pa., in market for mine holst; about 12x20; capacity 50 tons; with fall-rope drums; to wind 5000 feet of rope.

Hoisting Engine.—Austin Run Mining Co., 507 Harrison Building, Philadelphia, Pa., wants double-drum hoisting engine. (See "Power Plant.")

Hose (Fire).—See "Fire-department Equipment."

Iron Beams.—Hamilton-Bacon-Hamilton Company, Bristol, Tenn., wants prices on iron beams for carriage shop.

Kaolin Plant.—United Kaolin Properties Co., 726 First National Bank Building, Chicago, Ill., in market for crushers, pulverizers, washers, driers, compressors, etc., for kaolin plant; materials must be kept free from contamination, and must not come in contact with flame or deposits from combustion. Company also wants process of separation for by-product, consisting of kaolin colored with vegetable matter; specific gravities range from 1.58 to 2.42.

Knitting Machinery.—Jose Maria Olivieri, Rubio, Jachisa, Venezuela, wants information and prices on machinery for knitting hosiery.

Lath Machinery.—R. H. Maxwell, High Point, N. C., wants prices on plaster lath machinery.

Lath Machines.—See "Woodworking Machinery."

Leather Strips.—Dunn Machinery Co., 54 Marietta street, Atlanta, Ga., wants leather strips glued together as one-half inch thick and one inch wide, made up in lengths 50 to 100 feet; walrus or buffalo leather or bull neck or sea lion leather; product to constitute a strong oakum that will not crack or break.

Limekilns.—John Marshall Grasty, Staunton, Va., wants information and prices on construction of kilns to burn agricultural and building lime.

Locomotives.—Morgans Fork Lumber Co., Meadville, Miss., wants prices on locomotives.

Logging Outfits.—Morgans Fork Lumber Co., Meadville, Miss., wants prices on logging outfits.

Looms.—C. E. Parish, Marco, Fla., wants looms for weaving rugs, table covers, portieres, etc.

Lumber.—U. S. Engineer office, 22d and K streets N. W., Washington, D. C. Sealed proposals for furnishing and delivering lumber on York river, Va., will be received until September 9 and then publicly opened; information on application; Spence Cosby, Major, Engineers.

Metal Name Plates.—J. L. Roark Estate,

Greenville, Ky., wants catalogues, prices, etc., from manufacturers of engraved or cast metal name and number plates; material to be bronze or soft metal, silver plated.

Meters.—Southern Machinery & Equipment Co., National Exchange Bank Building, Lynchburg, Va., wants addresses of manufacturers of water meters.

Mining Machinery.—See "Crushing Machinery."

Mining Machinery.—Ferrara y Garcia Rodriguez, Apartado 355, Monterey, N. L., Mexico, wants to represent American manufacturers of mining machinery.

Mining Machinery.—See "Separating Machinery."

Oil-mill Machinery.—Bishopville Oil Mill, J. R. C. Boyer, manager, Bishopville, S. C., in market for second-hand Cardwell heater, second-hand disc huller, an 8000-gallon galvanized-iron tank, second-hand Cardwell press boxes, two automatic-change valves and a second-hand hull sacker.

Packing.—See "Rubber Packing."

Paving.—John T. Hume, treasurer Southern branch, National Home for Disabled Volunteer Soldiers, National Soldiers' Home, Virginia, will open bids September 21 for materials for 2600 square yards of concrete sidewalks; specifications and other information on file at office of treasurer.

Paving.—Cecil County Commissioners will receive proposals until August 26 for grading and macadamizing about three miles of Oxford road between Northeast and Bayview, Elkton, Md.; proposals must be made on forms furnished by State Geological Survey Commission, Johns Hopkins University, Howard street and Druid Hill avenue, Baltimore, Md.; work to be done according to plans and specifications on file at office of County Commissioners, Elkton, Md.

Paving.—T. W. Shea, T. G. Dillon and Joseph W. Evans, Street Committee, Frostburg, Md., will receive proposals until August 31 for paving Broadway between Mechanic and Leo streets; plans and specifications on file at office of City Engineer; certified check for \$200 must accompany bid; proposals must be endorsed "Proposals for Paving and Grading Broadway Street."

Paving.—City of Anniston, Ala., will advertise for bids on 16,000 square yards bitulithic or concrete-block pavement for streets; sidewalk improvements, lately noted, will comprise about 8000 or 10,000 yards cement paving; J. D. Hunter is City Engineer; Thomas E. Kilby is Mayor.

Paving.—Board of Awards, care City Register, City Hall, Baltimore, Md., will receive separate sealed proposals until September 2 to grade, curb, gutter and pave with sheet asphalt blocks, vitrified brick or bitulithic 31st street from Charles street to York road, and Gorsuch avenue from York road to Harford road. Each bidder must fill in name of surety company with which he will bond and attach to proposal a certificate from said company showing willingness to bond. Compliance of bidder with conditions will be considered condition precedent to award of contract. Certified check of bidder on some clearing-house bank and made payable to Mayor and City Council of Baltimore must accompany each bid; plans and specifications on file at office of Commissioners for Opening Streets, City Hall Annex, Hoen Building, Baltimore.

Paving.—Robert Reid, chairman Street Committee, Columbus, Ga., will open bids August 29 for construction of cement sidewalks on Broad street between 4th and 7th streets; plans and specifications on file at office of W. Cooper Campbell, Superintendent Public Works. Certified check for \$250, made payable to J. S. Matthews, treasurer, must accompany each bid; said check retained until successful bidder has entered into satisfactory contract.

Paving.—City of Jackson, Tenn., will open bids September 1 for 78,000 square feet concrete pavement, 14,000 linear feet curb and gutter, 4000 square feet alley crossings and 4000 linear feet storm-water sewers; Atwell Thompson, City Engineer.

Paving.—Sealed proposals will be received by W. E. Skeggs, County Judge, Decatur, Ala., until September 14 for construction of macadamized roads in Morgan county; plans and specifications on file for first 30 miles after September 1; estimated cost \$240,000; J. T. Bullen, Montgomery, Ala., engineer in charge.

Piles.—U. S. Engineer office, 22d and K streets N. W., Washington, D. C. Sealed proposals for furnishing and delivering piles on Pamunkey river, Va., will be received here until September 9 and then publicly opened; information on application; Spencer Cosby, Major, Engineers.

Pinch Bar.—See "Car Pusher."

Pipe.—Union Gln Co., C. A. Tistadt, president, Caruthersville, Mo., wants prices on 600 feet of two-inch galvanized pipe.

Pipe and Valves.—See "Water-works Equipment."

Plating Blanks.—American Silver Manufacturing Co., Harry Koplar, secretary, 3042 Easton avenue, St. Louis, Mo., wants to correspond with manufacturers of plating blanks.

Plumbing Installations.—See "Heating Apparatus, etc."

Plumbing System.—Supervising Architect Jas. Knox Taylor, Treasury Department, Washington, D. C., will open bids September 24 for plumbing system in courthouse and postoffice extension at Baltimore, Md., in accordance with drawings and specifications, copies of which may be had at architect's office or office of superintendent of building.

Power Plant.—Austin Run Mining Co., 507 Harrison Building, Philadelphia, Pa., in market for power plant; machinery must stand rigid expert examination; quotations f. o. b. Brooke, Va. Items as follows: Steam engine to develop at least 70 horse-power at 85 pounds boiler pressure and normal speed for engine, plain slide or automatic-shaft gearing; 100-horse-power horizontal tubular boiler, 4-inch tubes, with manhole above and below tubes; 40-foot stack, No. 12 steel, four galvanized-wire guy lines, each 3/4 inch and 125 feet long; two-stage steam-driven air compressor, capable of maintaining 90 pounds pressure in receiver and to furnish air at that pressure to keep 10 to 12 drills in operation, each 2 1/2-inch cylinder; 8 2 1/2-inch cylinder air drills of standard make with 4-inch columns and saddles; double-drum (6 feet each) hoisting engine. Want list of all accessories with each machine.

Pulverizers.—United Kaolin Properties Co., 726 First National Bank Building, Chicago, Ill., in market for pulverizers. (See "Kaolin Plant.")

Pulverizing Machinery.—See "Crushing Machinery."

Pump.—Finnell & Nicol, Prattville, Ala., will buy electrical pump.

Pumps.—See "Water-works Equipment."

Pump-slip Indicators.—J. Barry Mahood, president Board of Awards, will receive proposals at office of City Register, City Hall, Baltimore, Md., until September 2 for furnishing, delivering and erecting complete one pump-slip indicator on each of the six pumping engines in service of Water Board of Baltimore; plans and specifications may be obtained at office of Alfred Quick, Water Engineer, City Hall, Baltimore; proposals must be accompanied by certified check on a clearing-house bank, made payable to Mayor and City Council of Baltimore, for \$250, and successful bidder will be required to give satisfactory bond.

Radiators.—Department of Interior, Washington, D. C. Sealed proposals will be received until September 1 for steam radiators for Patent Office Building in accordance with specifications, copies of which may be obtained upon application to chief clerk of department; Jesse E. Wilson, acting Secretary.

Railroad Construction.—Altus, Rockwell & El Paso Railroad Co., H. H. Fleider, chief engineer, Altus, Okla., invites bids for bridging and track complete between Altus and Hollis, 35 miles; grading is completed; 60 or 65-pound relay steel. (See "Bridges.")

Rails.—Morgans Fork Lumber Co., Meadville, Miss., wants prices on rails for dummy.

Rails.—L. F. Hobbs, Box 483, Norfolk, Va., wants about seven miles 60-pound and 3 1/2 miles 25 or 30-pound good relays; give full particulars and lowest price.

Rails.—H. P. McNaughton, 419 Wood street, Pittsburg, Pa., wants 300 to 400 tons 65 or 70-pound relaying rails and angle bars; delivery at New Haven, Conn.

Rails.—J. H. Macleary, Suffolk, Va., in market for three to five miles of No. 20 relayer steel rails, with splice bars and bolts complete; name dealers' price f. o. b. Norfolk, Va.

Rock.—See "Trap Rock."

Roofing Manufacturing.—M. M. Vick & Co., Rocky Mount, N. C., want information on clay-roofing manufacturing.

Roofing.—See "Building Materials" and "Steel Roofing."

Rubber Packing.—Dunn Machinery Co., 54 Marietta street, Atlanta, Ga., wants rubber packing with wool jeans inlaid, and with cotton inlaid; will furnish jeans cloth for the packing; prices wanted by the pound.

School Desks.—P. D. de Pool, Obispo No. 7, Havana, Cuba, wants estimates on school desks; full particulars invited.

Seating.—P. D. de Pool, Obispo No. 7,

Havana, Cuba, wants estimates on opera chairs; full particulars invited.

Separating Machinery.—The Tale Novelties Co., Beta, N. C., wants prices on gold-separating machinery.

Separation Process.—United Kaolin Properties Co., 726 First National Bank Building, Chicago, Ill., wants separation process for by-product consisting of kaolin colored with vegetable matter. (See "Kaolin Plant.")

Sewers.—City of Jackson, Tenn., will open bids September 1 for 4000 linear feet storm-water sewers; Atwell Thompson, City Engineer.

Shingle Machinery.—R. H. Maxwell, High Point, N. C., wants prices on shingle machinery.

Skidding Machine.—J. H. Macleary, Suffolk, Va., in market for 7 or 7½ by 10-inch cylinder double cylinder double drum skidding machine, with boiler complete; name dealers' price with quickest delivery f. o. b. Suffolk.

Splitting Machinery.—See "Cotton Duck, etc."

Steam Shovel.—A. V. Kaiser & Co., 739 Drexel Building, Philadelphia, Pa., in market for steam shovel; 2 to 2½ yards capacity; also want a yard crane.

Steel Roofing.—E. A. Williams, Nashville, Ark., wants prices on steel roofing.

Tank.—Bishopville Oil Mill, J. R. C. Boyer, manager, Bishopville, S. C., in market for 800-gallon galvanized-iron tank.

Tanners.—See "Leather Strips."

Textile Machinery.—See "Cotton Duck, etc."

Terra-cotta.—J. R. Owen, Asheboro, N. C., wants addresses of manufacturers of ornamental terra-cotta.

Trap Rock.—Titzel, Wright & Co., Oyster Bay, Long Island, N. Y., in market for about 8000 tons of quarried trap rock, to weigh not less than 150 pounds per cubic foot; 3000 tons must be in pieces weighing not less than from 100 to 300 pounds and averaging at least 150 pounds; 5000 tons must be in pieces weighing from 500 to 1000 pounds and averaging at least 750 pounds; stone to be hard, compact and of durable quality, not liable to break or disintegrate under action of sea

waves; to be delivered at rate of 500 tons each calendar week until contract is filled.

Ventilators.—See "Building Materials."

Wagon.—Decatur Cornice & Roofing Co., New Decatur, Ala., wants transfer wagon or dray of 6000 pounds capacity, with three-inch tire.

Washers.—United Kaolin Properties Co., 726 First National Bank Building, Chicago, Ill., in market for washers. (See "Kaolin Plant.")

Watches.—Jose Maria Olivieri Rubio, Jachisa, Venezuela, wants catalogues and prices on watches.

Water Meters.—See "Meters."

Water-wheels.—E. F. Strother, Batesburg, S. C., in market for water-wheels and accompanying equipment for water-power-electric plant.

Water-works Equipment.—J. D. Pace, Mayor, Winfield, La., wants prices on two boilers, 72x18; two underwriter pumps, 16x3x12; one air compressor, 10x12x10; about 8000 linear feet six-inch cast-iron water pipe, weighing 385 pounds to 12 feet; 5000 feet eight-inch cast-iron pipe, weighing 540 pounds to 12 feet; 1000 linear feet 10-inch cast-iron pipe, weighing 720 pounds to 12 feet; 10 six-inch valves; six eight-inch valves; two 10-inch valves; 10 six-inch tees; six eight-inch tees.

Water-works.—Capt. D. W. Hand, Constructing Quartermaster, Fort Barrancas, Fla., will receive sealed proposals in triplicate until September 2 for furnishing material for construction of pump-house and cistern; also for installation of hot-air pumping engine; laying three-inch water main and necessary connections at Fort McRee, Fla.

Woodworking Machinery.—See "Lath Machinery" and "Shingle Machinery."

Woodworking Machinery.—Bell Lumber Co., Mt. Olive, N. C., wants self-feed lath machine, post borer, and machine to mortise and tenon at same time; second-hand.

Woodworking Machinery.—Morgans Fork Lumber Co., Meadville, Miss., wants prices on gang edger cut-off saw.

Woolen-mill Machinery.—Board of Trade, Conway, Ark., wants catalogues of woolen-mill machinery.

has an extensive modern plant at Hamilton, Ohio, where it manufactures ornamental-wire work, bank work, elevator enclosures and other similar products.

A. K. Robins Canning Machinery.

There has been noted a continuation of activity in the installation of new and the enlargement of established canneries recently. The demand for the machinery needed is being met, and among the well-known firms offering the latest improved canning machinery, cans, cases, labels, etc., is A. K. Robins & Co., 726 East Pratt street, Baltimore, Md. Robins & Co. report their trade as good, quite a number of equipments having been sold in the South during recent months. Their trade has, in fact, been greater than it was last year.

Baltimore-Made Roller Skates.

The revival of roller skating during the past several years has brought about an increasing demand for improved roller skates, and this is being amply met by the Baltimore Skate Manufacturing Co., German and Charles streets, Baltimore, Md. This company manufactures a roller skate that embodies the most desirable factors in such an article, with especial reference to performing the service required and being durable. The Baltimore Flyer roller skate is offered by the company as being of superior design and manufacture. It is made for either street or rink use.

The Bird-Archer Company.

The Bird-Archer Company, P. P. Bird, president, is equipping new offices on the 22d floor of the West Street Building, New York, and will there occupy more than four times the space of its present seven-room offices. A large and steady increase in the demand for the company's specialty is the cause of this move, and after September 1 the management can be addressed or seen at the West Street Building. This company finds the demands increasing for its boiler compounds in foreign lands, and now sends its Asian shipments in five-car lots. Its trade in Cuba is also growing steadily.

J. Frank Case With National Company

J. Frank Case, assistant secretary of the Norfolk & Southern Railway, has resigned to accept the New England territory of the National Paint Works of Williamsport, Pa. For over 30 years National products have been selling in New England. Mr. Case has been with various railroads, and was associated for a number of years with Frank S. Gannon on the Norfolk & Southern Railway. W. B. Kilpatrick, for some time Southern representative of the National Paint Works, is also an old railroad man, and was associated with Mr. Gannon on the Baltimore & Ohio and Southern systems.

A Ten-Year Roofing Guarantee.

The United Roofing & Manufacturing Co. is offering to every purchaser of three-ply Congo roofing a National Surety Co. guarantee bond, which covers a period of 10 years. This is one of the largest surety companies. The manufacturer of Congo roofing is desirous of making this roofing the most used in the world, and has decided on this plan of giving the buyer satisfaction as well as increasing sales. The bond is a plain statement of what the company can and will do. It isn't necessary to buy the roofing to learn the contents of the bond, which is another pleasant feature. By writing to the United Roofing & Manufacturing Co., West End Trust Building, Philadelphia, Pa., that information and a sample of the roofing can be obtained.

Ice and Refrigerating Machinery Sales.

A good portion of the continued demand for ice and refrigerating machinery is being met by the York (Pa.) Manufacturing Co. This company's recent sales include: 10-ton compression-side single-acting 2-ton freezing system and piping for storage-rooms; two 65-ton refrigerating machines, 20-ton ice-making plant and piping for complete fish-freezing plant; 1½-ton refrigerating plant; 20-ton horizontal compression-side 2-ton freezing system and piping for storage-rooms; 20-ton horizontal refrigerating machine and plant for hotel; 20-ton horizontal refrigerating machine, 10-ton freezing system and water-cooling plant for Metropolitan Life Insurance Building, New York; 40-ton refrigerating plant; three 300-ton cross-compound vertical single-acting refrigerating machines, ammonia condensers and brine coolers for dry blast plant; 6-ton ice plant; 5-ton ice plant; 40-ton compression-side, single acting; 30-ton compression-side, single acting, and 50-ton absorption-type refrigerating machine for fur storage.

Cement for Concrete Chimneys.

There is an increasing tendency towards building reinforced concrete chimneys, and the South is not backward in taking advantage of this improved form of construction. One of the large reinforced concrete chimneys in the South is the 200-foot structure (10 feet inside diameter) designed and built at Richmond, Va., for the American Locomotive Co. by the Weber Company, Marquette Building, Chicago, Ill. Another is the 140-foot chimney (inside diameter 5 feet) designed and built at Mandeville, La., for the Mandeville Cotton Mills by the Weber Company. An interesting fact in connection with building these two chimneys is that the cement used was the Old Dominion brand Portland cement, the product of the Virginia Portland Cement Co. (Fordwick, Va.), for which company the Wm. G. Hartman Cement Co., Real Estate Trust Building, Philadelphia, Pa., is sole selling agent. The Hartman Cement Co. has ready for inquiries an interesting folder which presents photographic views of reinforced concrete chimneys and timely information for the benefit of prospective chimney builders.

TRADE LITERATURE.

Western Electric Lamps.

The Western Electric Co. of Chicago, Ill., is mailing a folder which calls attention to its arc lamps and their ability to fulfill the requirements of the progressive user of electricity for lighting in any and all kinds of buildings or elsewhere.

The No. 2 Handshake.

"Handshake" No. 2 is now being distributed by the Genuine Bangor Slate Co. of Easton, Pa. It presents timely information and hints toward the increase of slate for roofing purposes and tells where the best slate can be obtained for this purpose.

A Reminder of Gould Pumps.

A reminder of the varied line of pumps manufactured by the Goulds Manufacturing Co. of Seneca Falls, N. Y., is presented in a booklet now being mailed to inquirers. This publication illustrates and briefly details some of the Goulds hand and power pumps for every service.

Wagner Central Station Transformers

Bulletin 81 of the Wagner Electric Manufacturing Co., St. Louis, Mo., presents some timely information, accompanied by photographic views, relative to central station transformers. Managers of electric plants desiring to be informed as to the latest practice in central station operation will find the bulletin of interest.

Timely Roofing Information.

Roofing information that is timely and of interest to architects, contractors and building owners will be found in the Cortright Metal Shingle Advocate for August. This little publication always contains new and instructive text. Photographic views of buildings included this month include the Union Depot of the Southern and Seaboard Air Line railways at Durham, N. C. This structure was erected in 1904, and is covered with Cortright metal slates manufactured by the Cortright Metal Roofing Co. of Philadelphia and Chicago.

Tubular Method for Reinforced Concrete Construction.

A book now being distributed presents a few results derived from a study of the problems confronting those who employ concrete in the construction of buildings. It presents particulars of the tubular method and states that five years of systematic development and practical tests have demonstrated that the principles upon which the method is based are correct. Reduced to practice, it accomplishes the erection of reinforced concrete buildings without elaborate false work, and so greatly does it facilitate the tasks of the builder that the larger structures may be erected in record time. In supplanting the wooden forms, concrete is made to take the place of wood, and when fresh concrete is poured in it adheres to the rough inner surface of the tube or shell, and the column or beam is complete; there is no waiting and nothing to remove. The Concrete Column & Construction Co., 11-15 Raynor street, Detroit, Mich., controls the tubular method and believes it is the ultimate method of reinforced concrete construction to supersede the wooden way and other ways. The company's booklet serves as an introduction to the tubular method and concrete lumber. Further information is contained in other booklets. Inquiries are solicited from architects, engineers and those intending to build.

INDUSTRIAL NEWS OF INTEREST

Boilers, Engines Etc., Offered.

A number of second-hand boilers and engines of varying horse-power, ice machines, etc., are offered for sale by the National Iron Co., 746 West Pratt street, Baltimore, Md. Prompt inquiries are invited.

Contract for Structural Steel.

The National Metal Moulding Co. has decided to enlarge its factory at Economy, Pa., and contract for the structural steel work has been awarded to the Wm. B. Scaife & Sons Company, Pittsburg, Pa.

To Appraise Water-Works.

Greenville, Ala., has employed the Solomon-Norcross Company, Candler Building, Atlanta, Ga., as consulting engineer in connection with the appraisal of present water-works system, which is owned by the American Pipe Co.

Air Pumps, Compressors and Boilers.

Four 150-horse-power boilers, and 80-horse-power boiler, a 40-horse-power boiler, several air pumps and compressors and vertical boilers of from 16 to 100 horse-power are among the machinery offered for sale by the Monumental Iron & Metal Co., 228 West Pratt street, Baltimore, Md.

Flexible Compound for Japan.

The Flexible Compound Co., 3607 Haverford avenue, Philadelphia, Pa., has closed with Roku-Takagi of Japan and the United States for the sole selling agency of its products for Japan, Korea and Manchuria. A first order of 1600 gallons of flexible compound has been shipped.

Solomon-Norcross Co. Appointed.

The Solomon-Norcross Company, Candler Building, Atlanta, Ga., has been appointed consulting engineer to estimate the cost of a municipal electric-lighting plant and to make surveys, investigations and estimates for filter beds, pumps, power stations, water sources, etc., for a water-works system for the city of Alken, S. C.

Ready to Meet Plumbers' Demands.

Plumbers and dealers in plumbing materials are advised that the Central Metal & Supply Co., 609 and 611 East Lombard street,

Baltimore, Md., is emphasizing the fact that it has large supplies of brass and copper goods, pipefittings, valves and plumbers' supplies ready for shipment. The company is making special efforts to increase its Southern trade.

Business Larger Than Last Year.

In referring to its continued activity in the manufacture of vertical turbines and gears and various other classes of machinery, the Dayton Globe Iron Works Co. of Dayton, Ohio, states its business now is larger than it was a year ago. Some of this trade is coming from the Southern States, and during the next several months a steady increase is anticipated.

Wisconsin Engine Co. Announcement

The Wisconsin Engine Co. of Corliss, Wis., is distributing a card announcing it is engaged in the manufacture of gas engines for all purposes, in addition to high-duty Corliss engines and pumping engines. An interesting statement of the company is that it has built and is building Corliss engines that surpass the steam turbine in economy as well as reliability and long life.

The Meiser Ornamental Work.

Baltimore has many important manufacturing industries which are assisting to meet the demand throughout the country. One of the best-known enterprises in the city is that of H. Meiser & Sons, who make a specialty of ornamental-iron work, elevator doors and enclosures, plain and ornamental fence, building anchors, gratings, brackets, fire escapes, grill work, fixtures for fire doors and shutters, sash-raising apparatus for skylights and greenhouses, etc. Their plant is at 204-6-8-10 Clay street, Baltimore, Md.

Fred J. Meyers Manufacturing Co.

Among the manufacturers who report an increasing demand for their products during 1908 is the Fred J. Meyers Manufacturing Co., which states that its total trade for the year from July 1, 1907, to July 1, 1908, was the largest it ever experienced, and that its business for the first seven months of this year was about 40 per cent. greater than for the same period of last year. This company

THIRTEENTH ANNUAL REPORT

OF THE

Central of Georgia Railway Company.

Savannah, Ga., August 14, 1908.

To the Stockholders:

The Directors submit the following report upon the operations of the Company for the year ended June 30, 1908, and its financial condition at that date:

INCOME ACCOUNT.

	1908.	1907.	Increase.	Decrease.
Gross Earnings.....	\$11,658,651 97	\$12,082,777 38		\$424,125 41
Operating Expenses and Taxes.....	9,069,119 15	9,606,216 10		537,096 95
Net Earnings.....	\$2,589,532 82	\$2,476,561 28	\$112,971 54	
Other Income.....	236,102 63	311,938 89		\$75,836 26
Total Income.....	\$2,825,635 45	\$2,788,500 17	\$37,135 28	
Deductions:				
Interest on equipment trust obligations.....	\$178,443 12	\$143,598 80	\$34,844 32	
Interest on funded debt—fixed.....	1,788,598 07	1,719,084 46	69,513 61	
Interest on short term notes.....	32,500 00	9,930 56	22,569 44	
Rentals.....	430,454 32	426,809 56	3,644 76	
Betterments.....	*324,767 75		324,767 75	
Upper Cahaba Branch Bonds.....	30,000 00	25,109 95	4,890 05	
Greenville & Newnan Main Line Bonds—matured.....	30,000 00		30,000 00	
Miscellaneous.....	16,298 63	15,840 84	457 79	
Total.....	\$2,831,061 89	\$2,340,374 17	\$490,687 72	
Net Loss.....	\$5,426 44			\$453,552 41
Net Income.....		\$448,126 00		
Credited direct to Profit and Loss Account.....	1,928 41	12,936 85		11,008 54
Total.....	Dr. \$3,498 03	Cr. \$461,062 85		\$464,560 98
Reserved for interest, payable October 1, on Income Bonds.....		461,030 00		461,030 00
Balance in Profit and Loss Account.....	Dr. \$3,498 03	Cr. \$32 95		\$3,530 98

*Corresponding expenditure for Betterments included in Operating Expenses in 1907.

PROFIT AND LOSS ACCOUNT.

The credit balance at June 30, 1907, was.....	\$32 95
Received from liquidation during the year of the assets and liabilities of the receivers and purchasers.....	910 80
Received from individuals and companies for payments and donations for side tracks, etc., constructed during the year.....	984 66
The net deficit from operations for this fiscal year was.....	\$1,928 41
Debit balance, June 30, 1908.....	\$3,498 03

FINANCIAL CONDITION.

	June 30, 1908.	Comparison with June 30, 1907.	Increase.	Decrease.
Assets.				
Property and Investments Capitalized.....	\$66,235,308 56		\$845,694 45	
Bonds Pledged under Short Term Notes.....	650,000 00			
Investments not Pledged.....	504,234 99		24,662 60	
Equipment under Trusts.....	3,871,247 50		\$690,280 15	
Materials and Supplies.....	591,988 82		106,107 74	
Empire Land Co.....	454,365 28		159,849 11	
Deferred Assets.....	188,998 68			282,094 70
Current Assets.....	1,264,902 57			549,250 35
Profit and Loss.....	3,498 03		3,498 03	
Total.....	\$63,764,544 23			\$703,028 75
Liabilities.				
Capital Stock.....	\$5,000,000 00			
Funded Debt.....	51,413,000 00		\$940,000 00	
Short Term Notes.....	650,000 00			
Equipment Trust Obligations.....	3,871,247 50			\$690,280 15
Tunnel Coal Co.—for construction of Upper Cahaba Branch.....				4,654 11
Reserve from Sale of Consolidated Mortgage Bonds.....	40,317 71		40,317 71	
Interest, Rentals and Taxes accrued, not due.....	626,014 68			10,769 14
Sundry Accounts.....	24,118 53			12,900 23
Insurance Fund.....	129,941 03			34,131 30
Other Reserves from Income.....	150,000 00			297,453 82
Current Liabilities.....	1,372,409 70			113,881 92
Surplus from Previous Years.....	487,494 68			49,212 86
Reserve for Interest, payable October 1, on Income Bonds.....				461,030 00
Profit and Loss.....				32 95
Total.....	\$63,764,544 23			\$703,028 75

The Company has no floating debt.

The increase in Property and Investments Capitalized is explained as follows:

Expenditures for betterments to roadway and appurtenances.....	\$610,907 55
Cash payments last year on Equipment Trusts "I" and "K" carried over as a deferred asset.....	\$363,772 93
Cash payments this year on Equipment Trusts "I" and "K".....	15,304 44
Equipment constructed this year.....	129,941 03
Equipment Trust Obligations paid this year.....	690,280 15
	\$1,084,471 23

Less amounts charged to:

Reserve brought over from last year for retirement of Equipment Trust Obligations.....	\$256,666 68
Rolling stock replacement account created this year under the rules of the Interstate Commerce Commission.....	482,335 36
	740,002 04

Betterments to be made with the unexpended balance in reserve from Consolidated Mortgage Bonds.....	40,317 71
---	-----------

Total.....	\$895,694 45
Less charged off on account of Greenville & Newnan Main Line and Upper Cahaba Branch Bonds, matured, paid and cancelled.....	150,000 00
Net.....	\$845,694 45

The increase in Investments not Pledged is explained as follows:

Rails and fastenings under lease.....	\$16,363 40
Net charge against stocks owned.....	7,729 20

Total.....	\$24,092 60
Less book value of 2nd Preference Income Scrip sold during the year.....	30 00
Net increase.....	\$24,062 60

The decrease in Equipment Under Trusts represents the equity or ownership in equipment under trusts acquired through the payment during the year of Equipment Trust Obligations.

The decrease in Material and Supplies is shown in detail in table No. 19 of the Comptroller's report.

The decrease in Deferred and Current Assets is shown in detail on the general balance sheet, table No. 1, of the Comptroller's report.

The increase in Funded Debt represents \$1,000,000 of Consolidated Mortgage Bonds sold to provide funds for betterments, less \$30,000 of Upper Cahaba Branch Bonds and \$30,000 of Greenville & Newnan Main Line Bonds matured, paid and cancelled.

The decrease in Equipment Trust Obligations represents the obligations paid or retired during the year, as shown by the following table:

		Principal of Equipment Trust Obligations.					
Date of trust.	Equipment.	Original issue.	Paid prior to July 1, 1907.	Paid during 12 months ended June 30, 1908.	Out-standing.	Date of final payment.	
Jan. 21, 1901..... (C. & D. R. Co.)	25 box cars.....	\$15,401 40	\$13,751 25	\$1,650 15		Mar. 1, 1908	
Sep. 2, 1902..... (Trust "B")	500 box cars.....	288,000 00	162,000 00	36,000 00	\$90,000 00	Sept. 1, 1910	
Oct. 1, 1902..... (Trust "O")	6 passenger locomotives.....						
	5 freight locomotives.....	130,000 00	117,000 00	13,000 00		Oct. 1, 1907	
	5 passenger locomotives.....						
	15 freight locomotives.....						
Nov. 2, 1903..... (Trust "D")	3 sleeping cars.....	938,000 00	469,000 00	129,000 00	340,000 00	Nov. 1, 1910	
	3 1st class passenger coaches.....						
	3 2d class passenger coaches.....						
	200 box cars.....						
	800 coal cars.....						
Jan. 3, 1905..... (Trust "F")	5 passenger locomotives.....	462,000 00	132,000 00	66,000 00	264,000 00	Jan. 1, 1912	
	15 freight locomotives.....						
Jan. 15, 1905..... (Trust "G")	500 ventilated box cars.....	228,150 00	110,272 50	45,630 00	72,247 50	Jan. 15, 1910	
	450 ventilated box cars.....						
Feb. 1, 1906..... (Trust "H")	500 coal cars.....	1,020,000 00	102,000 00	102,000 00	816,000 00	Feb. 1, 1916	
	400 flat cars.....						
	50 ballast cars.....						
	10 passenger locomotives.....						
July 2, 1906..... (Trust "I")	30 freight locomotives.....	1,950,000 00	115,000 00	230,000 00	1,605,000 00	July 1, 1916	
	514 box cars.....						
	1600 coal cars.....						
Mar. 1, 1907..... (Trust "K")	25 freight locomotives.....	760,000 00		76,000 00	684,000 00	Mar. 1, 1917	
	500 box cars.....						
Total.....		\$5,791,551 40	\$1,221,023 75	\$699,280 15	\$3,871,247 50		

The Reserve from Consolidated Mortgage Bonds represents the unexpended balance of the proceeds from the sale of \$1,000,000 of Consolidated Mortgage Bonds.

On a portion of the property the Company carries its own fire risks, charging Operating Expenses and crediting Insurance Fund with amounts approximating what it would otherwise have to pay in insurance premiums, together with an amount equal to the insurance premiums actually paid. The decrease in the Insurance Reserve is explained as follows:

	Dr.	Cr.
Balance, July 1, 1907.....		\$164,072 33
Twelve months' approximated premiums.....		102,000 00
Equipment burned.....	\$6,595 09	
Sundry fire losses on freight and property.....	20,521 58	
Premiums paid, actual insurance.....	109,014 63	
Balance, June 30, 1908.....	\$129,941 03	
	\$266,072 33	\$266,072 33

Expenditures for Additions and Betterments to the property were made during the year as follows:

Bridges.....	\$5,847 00
Filling trestles.....	22,251 26
Ballasting.....	14,457 26
Yard and depot facilities.....	182,783 40
Passing tracks.....	68,613 91
Rails—increased weight.....	85,448 73
New shops at Macon, including machinery and tools therefor.....	472,380 81
Other shops, machinery, etc.....	13,752 13
Side and spur tracks.....	22,409 78
Overhead viaducts and crossings.....	17,278 02
Miscellaneous.....	30,453 00
	\$935,675 30

Payments on equipment in excess of replacement reserve created during the year under the rules of the Interstate Commerce Commission.....	237,362 94
	\$1,173,038 24

These expenditures were charged as follows:

To Railway and Appurtenances, Real Estate and Cotton Presses.....	\$610,907 55
To reserve from last year for Maintenance of Equipment.....	237,362 94
To Income.....	324,767 75
	\$1,173,038 24

OCEAN STEAMSHIP COMPANY OF SAVANNAH.

The income of the Steamship Company, owing to depressed business conditions, was less than in the previous year, but the results, everything considered, were satisfactory.

The new steamship "City of Savannah" was completed and brought into the line during the year. Equipment trust notes were executed and sold for two-thirds of the cost of this ship.

No dividends have been declared.

GENERAL REMARKS.

During the year there were established on or adjacent to the lines of this Company 130 industries, representing 22 classes, with a capital of \$4,856,900 and employing 4622 hands. 309,305 fruit trees were planted on the line during the year, and there was an increase of trees in bearing of 418,723.

The development of the territory in which the Company operates, which has been so rapid during recent years, continued during the first six months of the year, but was greatly reduced during the last six months.

The business of the Company through the third week of November was much better than the preceding year, but beginning the fourth week of November business fell off to such an extent that the previous gains were lost, and the year closed with a decrease in gross earnings of \$424,125.41.

The car shops and car-shop machinery, power-house, motive power, etc., advised as under contract in the last annual report, have been completed and put into operation. We have not undertaken, however, to go on with the construction of the machine shop, boiler shop and other buildings and equipment necessary for keeping the motive power in order, nor can we proceed with this work until the necessary capital can be provided. The small balance carried forward from the sale of 5 per cent. Consol. bonds, and \$300,000 of these bonds remaining in the Treasury, constitute the only capital reserve

to cover cost of additions and betterments for the future. Unless other capital is provided additions and betterments in the future will be restricted to expenditures that may be properly charged against income.

In our last annual report attention was called to a decision rendered by the Supreme Court of the United States, under which the railway companies in this territory are required to refund two cents per hundred pounds advance in rates on lumber moved over their lines to Ohio river points during the four years preceding the decision of the United States Supreme Court in this case. When this case was appealed, a guaranty company bond for \$500,000 was given by the carriers to secure to the shippers return of this advance, provided the Courts finally decided that such advance in rates was illegal.

The amount to be refunded is claimed in many instances by two or more parties, and therefore it will not be practicable to settle these claims, and at the same time protect the railway companies against further litigation, until the claims are passed upon by the Courts. Notwithstanding this fact, Judge Speer has ordered the railway companies to pay \$500,000 into the registry of his Court in advance of the adjudication of a single one of these claims. The railway companies stand ready to pay claimants for the overcharge as soon as the Courts have decided to whom payment should be made. In advance of such decisions with reference to these claims, they cannot be paid except at the risk of the railroads, and for this reason, as well as from the fact that the payment of this money into the registry of the Court involves a great hardship upon the railroads at this time, they are resisting this order through an appeal to the Circuit Court, which has been allowed and which will probably be heard some time in the fall.

On July 1, 1907, the new system of accounting ordered by the Interstate Commerce Commission was adopted, but in order that comparisons might be made, the system of accounting of previous years, except as to betterments, was continued through the year. The income account and operating expenses under the new system of accounting will be found in the Comptroller's report. Under the new rules of accounting, expenditures for betterments to be paid out of income, which have heretofore been included in operating expenses, have been excluded from the latter account and appear as deductions from income. Betterments paid for out of income were charged last year to operating expenses, while corresponding expenditures this year appear as deductions from income. If the accounts were stated on the same basis, the increase in net earnings of \$112,971.54 would become a decrease of \$211,796.21.

Attention is called to the report of the General Manager covering the operation and physical condition of the property, and to the report of the Comptroller with respect to financial condition and to results of operation in detail, and for statistics as to operation and traffic.

The Company's accounts have been examined by Messrs. Haskins and Sells, Certified Public Accountants, and a copy of their certificate appears on page 18 of the pamphlet report.

Acknowledgment is made to officers and employees for faithful and efficient service.

Respectfully submitted,

By order of the Board of Directors,

J. F. HANSON, President.

Central of Georgia Railway Company.

OFFICE OF GENERAL MANAGER.

Savannah, Ga., August 1, 1908.

MR. J. F. HANSON, President.

Sir—The following report on the operation and physical condition of the property for the fiscal year ended June 30, 1908, is submitted:

MILES OF ROAD OPERATED JUNE 30, 1908.

	In Georgia.	In Alabama.	In Tennessee.	Total.
Owned—Under First and Consolidated Mortgages:				
Savannah to Atlanta, Ga.....	294.73			294.73
Gordon to Milledgeville, Ga.....	17.32			17.32
Total.....	312.05			312.05
Owned—Under Divisional and Consolidated Mortgages:				
Dover to Brewton, Ga. (Oconee Division).....	77.02			77.02
Milledgeville to Covington, Ga. (M. G. & A. Division).....	64.57			64.57
Macon Junction to Athens, Ga. (Macon & Northern Division).....	101.78			101.78
Columbus, Ga. to Andalusia, Ala. (Mobile Division).....	1.14	136.82		137.96
Carrollton, Ga. to Chattanooga (Shops), Tenn. (Chattanooga Division).....	133.79		3.78	137.57
Chickamauga to Durham, Ga. (Chattanooga Division).....	17.54			17.54
Lyerly, Ga. to Devey, Ala. (Chattanooga Division).....	6.85	2.52		9.37
Greenville to Raymond, Ga. (Greenville & Newnan Main Line Division).....	23.67			23.67
Henry Ellen to Margaret, Ala. (Upper Cahaba Branch Division).....		12.16		12.16
Total.....	426.36	151.50	3.78	581.64
Owned—Under Consolidated Mortgage:				
Savannah to Tybee, Ga.....	17.50			17.50
Melrose to Lyons, Ga., 58.09 miles, leased to Georgia & Alabama Railway Co.....				
Barnesville to Thomaston, Ga. (*Entire stock owned).....	16.25			16.25
Griffin to Carrollton, Ga.....	60.00			60.00
Covington to Porterdale, Ga.....	4.06			4.06
Americus to Columbus, Ga.....	62.34			62.34
Columbus to Greenville, Ga.....	49.25			49.25
Columbus, Ga., to Birmingham, Ala.....	1.07	155.27		156.34
Opelika to Roanoke, Ala.....		36.12		36.12
Montgomery to Eufaula, Ala.....		79.65		79.65
Eufaula to Ozark, Ala.....		60.00		60.00
Total.....	210.67	331.04		541.71
Grand Total—Owned.....	949.08	482.54	3.78	1435.40
Leased:				
Augusta & Savannah Railroad:				
Millen to Augusta, Ga.....	53.21			53.21
Southwestern Railroad:				
Macon, Ga., to Eufaula, Ala.....	142.60	1.00		143.60
Fort Valley to Columbus, Ga.....	71.00			71.00
Fort Valley to Perry, Ga.....	12.50			12.50
Smithville, Ga., to Columbus, Ala.....	83.61	1.40		85.01
Cuthbert to Fort Gaines, Ga.....	20.50			20.50
Chattahoochee & Gulf Railroad:				
Columbia to Lockhart, Ala.....		91.47		91.47
Total.....	380.42	93.87		474.29
Owned Track on Leased Right of Way:				
Chattanooga, Tenn. (Shops to N. C. & St. L. Connection).....			.13	.13
Trackage Rights:				
C. N. O. & T. P. and Alabama Great Southern Railways:			.50	.50
Chattanooga, Tenn.....				
Total miles operated.....	1332.50	576.41	4.50	1913.41

*1164.7 shares pledged.

EARNINGS, EXPENSES AND TAXES.					Per cent.
	1908.	1907.	Inc.	Dec.	of Inc. or Dec.
Earnings:					
From Passengers.....	\$2,953,115	\$2,944,885	\$8,230		.28
From Freight.....	7,999,249	8,173,630		\$174,381	6.90
From Mail.....	219,086	219,769		673	.31
From Express.....	390,756	390,428		328	.13
From Other Sources.....	616,436	494,067	122,370		24.77
Total.....	\$11,658,652	\$12,082,777		\$424,125	3.51
Expenses and Taxes:					
Maintenance of Way and Structures.....	\$1,456,685	\$1,579,010		\$122,325	7.75
Maintenance of Equipment.....	2,091,117	2,249,318		158,201	7.63
Conducting Transportation.....	4,575,923	4,887,176		311,253	6.37
General Expenses and Taxes.....	895,381	890,712		\$4,672	0.52
Total.....	\$9,068,119	\$9,606,216		\$537,097	5.59
Net Earnings.....	\$2,589,533	\$2,476,561	\$112,972		4.56
Expenses and Taxes—percentage of earnings.....	77.79	79.50		1.71	2.15

GROSS EARNINGS, OPERATING EXPENSES AND TAXES AND NET EARNINGS, AVERAGES PER MILE OPERATED, AVERAGES PER REVENUE TRAIN MILE, ETC.

Years Ended June 30.					
	1908.	1907.	1906.	1905.	1904.
Average Miles Operated.....	1,913.41	1,859.06	1,877.83	1,877.83	1,844.67
Revenue Train Miles.....	5,381,685	6,801,125	6,154,061	5,728,840	5,746,701
Revenue Tons, one mile.....	705,411.232	789,248.231	701,066.873	585,231.752	559,681.313
Revenue Tons, one mile, per mile operated.....	267.623	410.880	373.339	316.979	300.147
Revenue Passengers, one mile.....	128,008.070	121,753.377	112,175.638	101,319.130	90,440.464
Revenue Passengers, one mile, per mile operated.....	66.900	64.112	59.737	53.955	48.502
Gross Earnings.....	\$11,658,651.97	\$12,082,777.38	\$11,386,122.33	\$10,135,654.69	\$9,396,931.39
Gross Earnings per mile operated.....	6,093.13	6,362.51	6,068.77	5,397.22	5,039.41
Gross Earnings per revenue train mile.....	1.95	1.78	1.85	1.77	1.63
Operating Expenses and Taxes.....	9,069,119.15	9,606,216.10	8,235,212.54	7,417,961.04	7,187,385.59
Operating Expenses and Taxes per mile operated.....	4,739.77	5,168.41	4,385.40	3,950.29	3,854.47
Operating Expenses and Taxes per revenue train mile.....	1.52	1.41	1.34	1.30	1.22
Operating Expenses and Taxes, percentage of gross earnings.....	77.79	79.50	72.39	73.19	76.49
Net Earnings.....	\$2,589,532.82	\$2,476,561.28	\$3,150,909.79	\$2,717,693.65	\$2,209,545.80
Net Earnings per mile operated.....	1,353.36	1,304.10	1,683.28	1,446.93	1,184.94
Net Earnings per revenue train mile.....	.43	.37	.51	.47	.38
Net Earnings, percentage of gross earnings.....	22.21	20.50	27.74	26.81	23.51

MAIN LINES.

In the rearrangement and additions to yard at Griffin, Ga., a second main line track has been provided through that point for a distance of 3.91 miles, comprised of the following:

1.57 miles of new track laid with 80-pound rail from east end of new No. 14 cross-over at 248 milepost, plus 5165 feet, to milepost 250, plus 2900 feet.

1.08 miles of side-track (being the first side-track north of original main-line track) converted into second main-line track and extending from milepost 250, plus 2900 feet, to Southern Railway crossing at Griffin.

1.26 miles of the 197.57 mileage of the Griffin to Chattanooga line, being that portion from Southern Railway crossing at Griffin to Experiment.

Griffin being the junction point of the Macon and Chattanooga Divisions, the double track through the yard will greatly facilitate the movement of trains.

EXTENSIONS AND SIDE-TRACKS.

Sixty-five new side and spur tracks, including additions to yards, aggregating 28.91 miles, were constructed, and 19 side and spur tracks extended, aggregating 1.52 miles, making a total of 30.43 miles of side and spur tracks constructed during the year. 2.52 miles of side and spur tracks were removed or shortened.

Substantial improvements to yards at Athens and Griffin, Ga., and Birmingham, Ala., were made during the year. The additions to yards at Industry, Macon and Griffin, Ga., referred to in previous report, except at Industry, were not completed, owing to heavy falling off in business.

A mechanical interlocking plant was installed at Birmingham, Ala., at the expense of this Company under contract with the Louisville & Nashville Railroad Co.

CROSSTIES.

Nine hundred and eight thousand six hundred and fifty-seven cross-ties were placed in track during the year.

BALLAST.

Stone, slag, gravel and cinder ballast were placed under 18.60 miles of main track during the year.

BRIDGES AND TRESTLES.

There has been expended in renewing and strengthening iron and steel bridges on certain parts of the line, to permit the use of heavier equipment, \$27,779.89.

Under contract dated February 13, 1905, between the City of Atlanta, Southern Railway Co. and our Company, a bridge was constructed over tracks on Nelson street at Atlanta, Ga. We paid out on account of same in the present fiscal year \$11,449.87, representing our proportion of the cost.

Six million one hundred and eighty thousand four hundred and twenty feet of timber (board measure) were used in repairing, rebuilding and constructing bridges and trestles.

Twenty-nine trestles, aggregating 5201 feet of track, or 0.90 miles, were filled with earth and suitable waterways were provided at a total cost of \$34,113.90.

Trestles existing at the close of the year contained 31,800,797 feet of timber (board measure).

STEEL RAILS.

124.76 tons of 70-pound new steel rails, aggregating 1.13 miles, and 9732.27 tons of 80-pound new steel rails, aggregating 77.40 miles, a grand total of 9857.03 tons, or 78.53 miles, received on previous year's purchases, were placed in track.

MILES OF MAIN TRACK AND WEIGHT OF STEEL RAILS AND MILES OF SIDE AND SPUR TRACKS, JUNE 30, 1908 AND 1907.

	Miles of Main Track (All Steel)										Miles of side and spur tracks	
	50-lb.	75-lb.	70-lb.	68½-lb.	65-lb.	63½-lb.	61½-lb.	60½-lb.	60-lb.	56-lb.	1908.	1907.
Owned Main Track Operated:												
Savannah to Tybee, Ga.	283.97		27.25	14.40		1.84					17.70	17.70
Savannah to Atlanta, Ga.											294.73	294.73
Harnesville to Thomaston, Ga.			16.39	6.97							16.25	16.25
Griffin, Ga., to Chattanooga, Tenn.	106.59					34.34	24.10				197.57	197.57
Gordon to Porterdale, Ga.						23.49	8.68	8.64	22.81	23.32	85.94	85.94
Americus to Columbus, Ga.						62.34					62.34	62.34
Columbus to Raymond, Ga.	.41		72.52								72.93	72.93
Columbus, Ga., to Birmingham, Ala.	114.14	16.40	22.96					2.84			156.34	156.34
Opelika to Roanoke, Ala.							15.76			20.36	36.12	36.12
Eufaula to Montgomery, Ala.				21.04		58.61					79.65	79.65
Eufaula to Ozark, Ala.							5.15			54.85	60.00	60.00
Dover to Brewton, Ga.			32.15				9.92			34.55	77.02	77.02
M. & A. Junction to Athens, Ga.										101.78	101.78	101.78
Columbus, Ga., to Andalusia, Ala.			.33			54.18	17.76			65.69	137.96	137.96
Chickamauga to Durham, Ga.	16.74									.80	17.54	17.54
Lyerly, Ga., to Dewey, Ala.							8.14			1.23	9.37	9.37
Henry Ellen to Margaret, Ala.				12.16							12.16	12.16
Total.....	501.76	16.40	171.60	54.60		233.80	90.56	12.23	22.81	328.34	1,435.40	1,435.40
Leased Main Track Operated:												
Augusta & Savannah Railroad—												
Millen to Augusta, Ga.				31.46		29.95				.80	53.21	53.21
The Southwestern Railroad—												
Macon, Ga., to Eufaula, Ala.	76.65				28.67	12.45				25.83	143.60	143.60
Fort Valley to Columbus, Ga.	68.53		.61			1.86					71.00	71.00
Fort Valley to Perry, Ga.										12.50	12.50	12.50
Smithville, Ga., to Columbus, Ala.	13.81			19.24		32.90	4.88	.79		13.30	85.01	85.01
Cuthbert to Fort Gaines, Ga.										20.50	20.50	20.50
Chattahoochee & Gulf Railroad—												
Columbia to Lockhart, Ala.					19.76	5.27	1.86			64.58	91.47	91.47
Total.....	158.99		.61	59.70	28.67	88.01	10.15	2.65		137.51	477.29	477.29
Owned Main Track Operated on Leased Right of Way:												
From Chattanooga Shops to connection with N. C. & St. L. Railway at Chattanooga.										.13	.13	.13
Total.....										.13	.13	.13
Owned Second Track Operated:												
Hapeville to East Point, Ga.	2.73										2.73	2.73
249 M. P. to Southern Ry. Crossing at Griffin, Ga.	2.65										2.65	2.65
Total.....	5.38										5.38	5.38
Recapitulation:												
Owned Main Track Operated.....	501.76	16.40	171.60	54.60		233.80	90.56	12.23	22.81	328.34	1,435.40	1,435.40
Leased Main Track Operated.....	158.99		.61	59.70	28.67	88.01	10.15	2.65		137.51	477.29	477.29
Owned Main Track Operated on Leased Right of Way.....										.13	.13	.13
Owned Second Track Operated.....	5.38										5.38	5.38
Total, June 30, 1908.....	666.13	16.40	172.21	105.30	28.67	321.81	100.71	14.88	22.81	465.98	1,918.20	1,918.20
Total, June 30, 1907.....	386.98	16.30	172.59	105.62	28.67	235.99	95.06	18.42	22.81	530.81	1,915.55	1,915.55

*Upson County Railroad; entire stock owned.

BUILDINGS.

During the fiscal year 2,597,907 feet of timber (board measure) were used in constructing new buildings and platforms and in repairs and extensions to old buildings and platforms.

The new car shops and power-house authorized at Macon, Ga., were practically completed by the end of this fiscal year, upon which, including the filling, yard and material tracks, \$472,380.81 was expended.

The coal chute and water station at Griffin, Ga., were destroyed by fire on the night of April 11, 1907. The coaling station was replaced at Industry, Ga., during this fiscal year at a cost of \$11,963.84, including price paid for new coaling crane for use at this point, and the water station will be replaced at Griffin, Ga.

An umbrella shed was erected at Esmond, Ga., at cost of \$178.02.

A new class "A" combination freight and passenger depot was constructed at North Trion, Ga., at a cost of \$3109.11.

A new class "B" combination freight and passenger depot was constructed at East Newnan, Ga., at a cost of \$1559.70.

A new class "C" combination freight and passenger depot was constructed at Vandiver, Ala., at a cost of \$1607.89.

A new passenger station of special design was constructed at Oglethorpe, Ga., jointly with the Atlanta, Birmingham & Atlantic Railroad Co., our proportion of its cost being \$3861.19.

A new brick passenger depot of special design was constructed at Dawson, Ga., at a cost of \$7272.85, of which \$3222.25 was expended this fiscal year.

A commodious, special design freight and passenger depot of brick, with tile roof, together with platforms and necessary driveways and paving, was constructed at Athens, Ga., at a cost of \$31,536.14, of which \$30,637.76 was expended this fiscal year.

There was paid for the purchase of right of way and other real estate on the different divisions during the year \$7882.15.

Many station buildings and section houses have been remodeled and added to and water stations improved.

EQUIPMENT.

25 Freight Locomotives, numbers 1215 to 1224, both inclusive, and 1710 to 1724, both inclusive, included in Equipment Trust "K" were received in November, 1907.

The remaining plain box cars, purchased under Equipment Trust "K," and referred to in previous report, were delivered in this fiscal year.

Fourteen caboose cars were rebuilt at Savannah Shops during the year.

Current repairs on locomotives were as follows:

133 over \$1000 each; 79 between \$1000 and \$500 each; 189 between \$500 and \$100 each.

The cost of current repairs to locomotives averaged \$2003.95 each.

The present standard of our passenger equipment has been maintained at an average cost for current repairs of \$647.09 per car.

The cost of current repairs to the Company's freight equipment averaged \$63.25 per car. On all cars (foreign and owned) receiving current repairs the average was \$7.75 per car.

There was expended for machinery, power and extensions to shops during this year \$14,059.15, exclusive of Macon shops.

There was expended in turntables at Macon and Columbus, Ga., and Ozark, Ala., \$10,934.59.

INVENTORY OF EQUIPMENT, JUNE 30.

Classes.	Owned.	Under equipment trusts.	Total June 30, 1908.	Total June 30, 1907.
Locomotives:				
Standard.....	211	105	316	292
Total.....	211	105	316	292
Passenger Train Equipment:				
Sleeping Cars.....	12	3	15	15
Chair Cars.....	2		2	2
Passenger Cars.....	123	6	129	130
Combination Cars.....	26		26	26
Baggage, Mail and Express Cars.....	55		55	56
Total.....	218	9	227	229
Freight Train Equipment:				
Box Cars—Ventilated.....	1,939	1,450	3,389	3,427
Box Cars—Common.....	67	1,714	2,471	2,114
Stock Cars.....	91		91	92
Coal Cars.....	881	2,300	3,281	3,316
Charcoal Cars.....	2		2	2
Coke Cars.....	2		2	2
Flat Cars.....	801	400	1,201	1,259
Caboose.....	132		132	125
Total.....	4,708	5,864	10,572	10,343
Service Equipment:				
Officers' Cars.....	4		4	4
Inspection Cars.....	5		5	5
Wrecking Cars.....	5		5	5
Unloading Cars.....	4		4	4
Spreader Cars.....	3		3	3
Tool Cars.....	3		3	3
Pump Repair Cars.....	3		3	3
Steam Shovels.....	4		4	4
Steam Pile Drivers.....	3		3	3
Ballast Cars.....	19	50	69	70
Cinder and Slag Cars.....	49		49	60
Plow Cars.....	1		1	2
Miscellaneous Roadway Cars.....	191		191	189
Total.....	294	50	344	355

SUMMARY AND ANALYSIS OF CHANGES DURING THE YEAR.

Classes.	On hand June 30, 1907.	New received.	Transferred from other classes.	Total.	Con-demned, or sold.	Transferred to other classes.	Total equipment June 30, 1908.
Locomotives.....	292	25		317	1		316
Passenger train equipment.....	229			229	2		227
Freight train equipment.....	10,343	454		10,797	223	12	10,572
Service equipment.....	355	1	14	370	26		344

CHANGES IN EQUIPMENT DURING TWELVE YEARS.

Classes.	On hand June 30, 1896.	Built and purchased.	Acquired with new lines.	Transferred from other classes.	Total.	Con-demned, or sold.	Transferred to other classes.	Total equipment June 30, 1908.
Locomotives.....	211	152	18		381	65		316
Passenger train equipment.....	206	38	12		256	16	13	227
Freight train equipment.....	4,892	7,084	295	93	12,474	1,611	291	10,572
Service equipment.....	148	91	1	250	489	107	48	344

GENERAL REMARKS.

Beginning with the last week of November, 1907, our earnings fell off heavily and continuously until the movement of the early and large peach crop commenced in June, 1908. During this period of depression every energy was concentrated to the end of reducing expenses, but with watchfulness to insure proper maintenance of the property. The items of conducting transportation have particularly been zealously looked after, but owing to increases in pay made in times of great industrial prosperity, increased cost of fuel, the general disposition to present claims of every character against railroads, coupled with the restrictions of the United States Government as to hours of service of employees, etc., it has been a most difficult task to keep down these expenses.

The officers and employees are especially commended for faithful and efficient services rendered.

Respectfully submitted,

T. S. MOISE, General Manager.

PROPOSALS INVITED FOR CONSTRUCTION WORK.

Details regarding construction work, proposals invited, etc., noted in the following list, will be found in this and recent issues of the MANUFACTURERS' RECORD and the DAILY BULLETIN OF THE MANUFACTURERS' RECORD.

* Indicates that the item has appeared in our "Machinery, Proposals and Supplies Wanted" department.

Date to open bids. (When date is not given it has not been fixed.)		Published in Daily Bulletin Record.
BRIDGES, CULVERTS, VIADUCTS.		
Sept. 7	*Fayetteville, N. C.	July 30 Aug. 6
Sept. 9	*Iron Bridge, Speedwell, Va.	Aug. 6 Aug. 13
Sept. 9	*Steel Bridge, Ocala, Fla.	Aug. 13 Aug. 20
Sept. 3	Railroad Bridge, Douglas, Ga.	Aug. 22 Aug. 27
Sept. 3	Johnson City, Tenn.	Aug. 22 Aug. 27
Sept. 3	*Iron Bridge, Johnson City, Tenn.	Aug. 22 Aug. 27
Oct. 1	*Iron or Steel, Stanford, Ky.	Aug. 26 Aug. 27
ELECTRIC PLANTS.		
Sept. 1	Russellville, Ala.	July 31 Aug. 6
MISCELLANEOUS CONSTRUCTION WORK.		
Aug. 31	*Electric Conduits, Wiring, etc., Little Rock, Ark.	July 14 July 16
Sept. 7	*Levee, Greenville, Miss.	Aug. 11 Aug. 13
Sept. 8	Intercoastal Canal, Gueydan, La.	Aug. 12 Aug. 13
Sept. 11	Wharf and Approaches, Fort Sumter, S. C.	Aug. 17 Aug. 20
Aug. 31	*Heating System, Washington, D. C.	Aug. 17 Aug. 20
Aug. 28	*Heating and Ventilating, Chattanooga, Tenn.	Aug. 18 Aug. 20
Sept. 2	*Steam-heating Plant, Owings Mills, Md.	Aug. 20 Aug. 27
Sept. 5	*Drainage Ditches, Houston, Texas.	Aug. 22 Aug. 27
Sept. 21	*Plumbing System, Baltimore, Md.	Aug. 25 Aug. 27
ROAD AND STREET IMPROVEMENTS.		
	Concrete Sidewalk, Batesville, Miss.	July 2
	Granitoid, Louisville, Ky.	June 29 July 2
	Granite Blocks, Richmond, Va.	July 1 July 2
	Concrete Sidewalks, Ruston, La.	June 26 July 2
	Paving and Sewers, Guyandotte, W. Va.	July 13 July 16
	Paving, Beaumont, Texas.	July 14 July 16
	Cement Sidewalks, Tusculum, Ala.	July 22 July 23
	Concrete Paving, Henderson, Ky.	July 21 July 23
	*Street Improvements, Fayetteville, N. C.	July 24 July 30
Sept. 3	*Street Paving, etc., Dublin, Ga.	Aug. 11 Aug. 13
	Macadamizing, etc., Nashville, Tenn.	Aug. 12 Aug. 13
Sept. 2	*Concrete Sidewalk, etc., Pascagoula, Miss.	Aug. 15 Aug. 20
Sept. 1	*Vitritified Pavement, etc., Beaumont, Texas.	Aug. 18 Aug. 20
	*Bitulithic or Concrete, Anniston, Ala.	Aug. 20 Aug. 27
Sept. 21	*Concrete Sidewalks, etc., National Soldiers' Home, Va.	Aug. 20 Aug. 27
Sept. 2	*Street Paving, Baltimore, Md.	Aug. 22 Aug. 27
Aug. 29	*Cement Sidewalks, Columbus, Ga.	Aug. 22 Aug. 27
Sept. 1	*Street Paving, Jackson, Tenn.	Aug. 22 Aug. 27
Sept. 14	*Macadamizing, Decatur, Ala.	Aug. 22 Aug. 27
Aug. 31	*Street Paving, Frostburg, Md.	Aug. 24 Aug. 27
Sept. 1	*Street Paving, Chattanooga, Tenn.	Aug. 25 Aug. 27
Sept. 3	Granitoid Sidewalks, Louisville, Ky.	Aug. 25 Aug. 27
SEWER CONSTRUCTION.		
	Two Miles Main, Winston-Salem, N. C.	June 27 July 2
	Sewers and Paving, Guyandotte, W. Va.	July 13 July 16
	System, Fitzgerald, Ga.	July 14 July 16
	System for School, Taylor, Texas.	July 23 July 30
	Sewer System, Newton, Miss.	July 28 July 30
Sept. 1	House Sewers, Vicksburg, Miss.	July 28 July 30
Sept. 3	Sewer System, etc., Fort Sam Houston, Texas.	Aug. 7 Aug. 13
	Jail System, Prentiss, Miss.	Aug. 12 Aug. 13
Sept. 11	*Intercepting Sewer, Washington, D. C.	Aug. 19 Aug. 20
Sept. 1	*Storm-water Sewers, Jackson, Tenn.	Aug. 22 Aug. 27
WATER-WORKS.		
	Extension Mains, Fitzgerald, Ga.	July 14 July 16
	System for School, Conway, Ark.	July 22 July 23
	*Richlands, Va.	July 23 July 30
Sept. 1	Russellville, Ala.	July 31 Aug. 6
Aug. 29	*Fort Barrancas, Fla.	Aug. 3 Aug. 6
Sept. 3	Water System, Fort Sam Houston, Texas.	Aug. 7 Aug. 13
Oct. 5	*Artesian Well Drilling, Harrisonburg, La.	Aug. 11 Aug. 13
Sept. 7	*University, Ala.	Aug. 18 Aug. 20
Sept. 2	*Fort McRee, Fla.	Aug. 20 Aug. 27
	Reservoir, Gulfport, Miss.	Aug. 24 Aug. 27
APARTMENT-HOUSES.		
Sept. 1	Thomas, W. Va.	Aug. 12 Aug. 13
BANK AND OFFICE BUILDINGS.		
Sept. 7	Empire Construction Co., Birmingham, Ala. \$350,000.	July 2 July 9
Sept. 1	People's Bank & Trust Co., Selma, Ala.	July 16 July 23
	National City Bank, Birmingham, Ala.	July 28 July 30
	First National Bank, Coeburn, Va.	Aug. 12 Aug. 13
Sept. 7	Chamber of Commerce, Birmingham, Ala.	Aug. 20 Aug. 27
Feb.	Middletown Savings Bank, Middletown, Md.	Aug. 24 Aug. 27
CHURCHES.		
	Chattanooga, Tenn., \$12,000.	June 18 June 25
	Mobile, Ala., \$78,000.	June 18 June 25
	First Baptist Church, Paris, Ky.	July 13 July 16
Sept.	Bishopville, S. C., \$15,000.	July 30 Aug. 6
	Washington, D. C., \$50,000.	Aug. 3 Aug. 6
Sept. 1	Vernon, Texas.	Aug. 17 Aug. 20
	Hopkinsville, Ky.	Aug. 19 Aug. 20
Sept. 15	Laurel, Miss.	Aug. 22 Aug. 27
COURTHOUSES.		
	Marionburg, W. Va.	July 15 July 16
Sept. 15	Nashville, Tenn., Remodeling, etc.	Aug. 11 Aug. 13
Sept. 4	Emory, Texas.	Aug. 17 Aug. 20
Sept. 1	Tulia, Texas; plans, not bids.	Aug. 25 Aug. 27
GOVERNMENT AND STATE BUILDINGS.		
Sept. 30	U. S. Postoffice, etc., Cape Girardeau, Mo.	Aug. 1 Aug. 6
Sept. 14	U. S. Postoffice, St. Louis, Mo.	Aug. 3 Aug. 6
Sept. 4	Coal Shed, etc., Fort McRee, Fla.	Aug. 8 Aug. 13
Sept. 1	Laboratory, Washington, D. C.	Aug. 10 Aug. 13
Sept. 17	Bond Vault, Washington, D. C.	Aug. 11 Aug. 13
Sept. 22	U. S. Postoffice, etc., Greenwood, S. C.	Aug. 13 Aug. 20

Date to open bids.
(When date is
not given it has
not been fixed.)

GOVERNMENT AND STATE BUILDINGS.

Sept. 28	U. S. Postoffice, etc., Dalton, Ga.	Aug. 17 Aug. 20
Aug. 31	U. S. Morgue, etc., Washington, D. C.	Aug. 17 Aug. 20
Oct. 1	U. S. Postoffice, etc., Charlottesville, Va.	Aug. 20 Aug. 27
Aug. 31	State Hospital, Goldsboro, N. C.	Aug. 20 Aug. 27
Sept. 16	Barn, Shop, etc., National Soldiers' Home, Va.	Aug. 25 Aug. 27

HOTELS.

	Pensacola (Fla.) Hotel Co., \$275,000.	June 20 June 25
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MISCELLANEOUS STRUCTURES.

Sept. 7	Masonic Temple, Brewton, Ala.	June 29 July 2
	Jail, Hernando, Miss.	Aug. 10 Aug. 13
Aug. 28	Anahuac, Texas; plans, not bids.	Aug. 11 Aug. 13
Sept. 15	Infirmery, Additions, etc., Atlanta, Ga.	Aug. 15 Aug. 20
Sept. 10	Masonic Temple, Marion, Va.	Aug. 18 Aug. 20
	Y. M. C. A., Richmond, Va.	Aug. 20 Aug. 27

MUNICIPAL BUILDINGS.

	City Market, Beaumont, Texas.	July 14 July 16
Sept. 1	Fire Station, Savannah, Ga.	Aug. 18 Aug. 20
Sept. 25	Truckhouse, Baltimore, Md.	Aug. 19 Aug. 20
Sept. 1	Fire Station, Savannah, Ga.	Aug. 19 Aug. 20

SCHOOLS.

	Attalla, Ala.	June 29 July 2
	Fort Worth, Texas.	July 11 July 16
	Wise, Va.	July 17 July 23
	Richmond, Ky.	July 23 July 30
	Baton Rouge, La.	Aug. 1 Aug. 6
Sept. 1	Charleston, Miss.	Aug. 4 Aug. 6
Sept. 1	Ruckhannon, W. Va.	Aug. 6 Aug. 13
Sept. 1	El Paso, Texas; plans, not bids.	Aug. 6 Aug. 13
Sept.	New Orleans, La.	Aug. 8 Aug. 13
Sept. 4	Chapel, etc., Agricultural College, Miss.	Aug. 10 Aug. 13
Aug. 28	Union Point, Ga.	Aug. 12 Aug. 13
Aug. 31	Athens, Ga.	Aug. 18 Aug. 20
Sept. 2	Baltimore, Md.	Aug. 20 Aug. 27
Sept. 8	Frankfort, Ky.	Aug. 20 Aug. 27
Sept. 15	Rock Hill, S. C.	Aug. 22 Aug. 27
Sept.	College Station, Texas.	Aug. 25 Aug. 27
Sept. 8	Frankfort, Ky.	Aug. 25 Aug. 27
Sept. 1	Tazewell, Va.	Aug. 24 Aug. 27

WAREHOUSES.

	Childersburg, Ala. (Cotton).	June 26 July 2
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From the city budgets submitted to the Mayor, it is shown that the taxable property in Chattanooga, Tenn., including railroad property, amounts to \$22,867,581. This is an increase of about \$1,000,000 over 1907.

The report of the proceedings of the first annual convention of the Red River Improvement Association, held in Shreveport, La., June 19-20, 1908, has been published in pamphlet form.

An illustrated pamphlet descriptive of the climate, soil, products, advantages and opportunities of Pasco county, Florida, is being sent out by E. B. Embrey of Dade City, Fla.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD.

Baltimore, Md., August 26.

The Baltimore stock market was dull during the past week. In the trading United Railways common sold at 10%; the income bonds from 53 to 52%; the funding 58, 79 1/4; do. scrip, 79 to 80; the consolidated 48, 87 1/4; Consolidated Gas, Electric Light & Power 4 1/2, 75 1/2; Seaboard Company common, 8 1/4 to 8; do. second preferred, 13 1/4 to 13 1/2; Seaboard 48, 59 1/4 to 58 3/4; do. three-year 58, 93 1/2; Mt. Vernon-Woodberry Cotton Duck 58, 79 1/2 to 79 1/4; G. B. S. Brewing 180, 45 1/4 to 45 1/2; Consolidated Gas 58, 110; do. 4 1/2, 93; Seaboard 10-year 58, 91.

Bank stock sold as follows: Mechanics', 25 1/4; Bank of Baltimore, 112. American Bonding sold at 48; Maryland Casualty, 65; Mercantile Trust, 115.

Other securities were traded in thus: Northern Central Railway stock, 93; Western Maryland, 6; Bay State Gas, 2 to 1 1/2; Augusta Railway & Electric 58, 90; Baltimore Traction 58, 100 1/4; North Baltimore 58, 113 1/2; Baltimore City 3 1/2,

1930, 96; do. 3 1/8, 1927, 88; do. 3 1/8, 1928, 95; do. do. 1936, 95; do. do. 1940, 95; do. 48, 1955, 103 1/4 to 104; Atlantic Coast Line 48, 94 1/4 to 94 1/2; Atlanta Consolidated Street Railway 58, 104; City & Suburban (Washington) 58, 100; Norfolk Railway & Light 58, 92 1/2; City & Suburban (Baltimore) 58, 108 1/4 to 109; Georgia Pacific 1st 68, 110 1/2; Georgia Southern & Florida 58, 103 1/2; Virginia Midland 2ds, 105 1/2; Charlotte, Columbia & Augusta 2d 78, 105 1/2; Columbia & Greenville 1st 68, 108; Norfolk Railway & Light stock, 15; Atlantic Coast Line new 48, certificates, 75; Charleston & Western Carolina 58, 103; Atlantic Coast Line of Connecticut new 48, certificates, 75 1/4.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended August 26, 1908.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast of Conn.	100	216 1/2	220
Norfolk Railway & Light.	25	56	56
Seaboard Co. Com.	100	7 1/2	8 1/4
Seaboard Co. 1st Pfd.	100	20	40
Seaboard Co. 2d Pfd.	100	13	14
United Rys. & Elec. Co.	50	10 1/2	11
Western Maryland.	50	5 1/2	5 1/2

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.	10	33 1/2	34
Farm. & Mer. National Bank.	40	43	43
German American Bank.	100	108	108
German Bank.	100	102	102
Mechanics' National Bank.	100	165	165
National Bank of Baltimore.	100	110	115
National Bank of Commerce.	15	25	27
National Exchange Bank.	100	154	154
National Howard Bank.	10	10	10
National Marine Bank.	20	28	28
National Mechanics' Bank.	10	25	26
Third National Bank.	100	115	115
Western National Bank.	20	24	24

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
American Bonding Co.	25	48	50
Colonial Trust.	50	50	50
International Trust.	100	150	150
Merc. Trust & Deposit.	50	114	121
Union Trust.	50	90	90

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron.	100	25	40
Ala. Con. Coal & Iron Pfd.	100	10	70
Con. Cotton Duck Pfd.	50	22	25
Railroad Bonds.	Par.	Bid.	Asked.
Atlantic Coast Line 1st 48, 1962.	95	95	95
Atlantic Coast Line 48, Cts., 1952.	75	75	75
Charleston & West. Car. 58, 1946.	100	103	103
Col. & Green. 1st 58, 1916.	100	108 1/2	108 1/2
Georgia & Alabama 58, 1945.	98	98	98
Georgia Pacific 1st 68, 1922.	110 1/2	110 1/2	110 1/2
Georgia South. & Fla. 1st 58, 1945.	103 1/2	103 1/2	103 1/2
Maryland & Pennsylvania 48, 1951.	87 1/2	87 1/2	87 1/2
Potomac Valley 1st 58, 1941.	101	101	101
Raleigh & Augusta 1st 68, 1926.	108 1/2	108 1/2	108 1/2
Richmond & Danville Gold 68, 1915.	106	109 1/2	109 1/2
Richmond & Petersburg 68.	110 1/2	111	111
Seaboard Air Line 48, 1960.	58 1/2	59	59
Seaboard Air Line 58, 10 year, 1911.	99 1/2	99 1/2	99 1/2
Seaboard Air Line 58, 3 year.	90 1/2	91	91
Seaboard & Roanoke 68, 1916.	101	101	101
Seaboard & Roanoke 58, 1926.	101	101	101

Virginia Midland 2d 6s, 1911.....	105	106
Virginia Midland 4th, 1921.....	105	106
Virginia Midland 5th 5s, 1926.....	105	106
Washington Terminal 3½.....	99	91
Western Maryland 4s, 1952.....	71½	72½
Western N. C. Con. 6s, 1914.....	106½	107½
West Virginia Cent. 1st 6s, 1911.....	102	103
W. Va. & Aug. 6s, 1910.....	102	103

Street Railway Bonds.

Atlanta Con. Street Railway 5s.....	103½	104½
Augusta Ry. & Elec. 5s, 1940.....	96	98½
Baltimore Traction 1st 5s, 1929.....	110	110
Charleston Con. Elec. 5s, 1909.....	90	90
City & Suburban 5s (Balto.), 1922.....	108½	109
City & Suburban 5s (Wash.), 1948.....	99½	100½
Knoxville Traction 1st 5s, 1928.....	94	96
Lexington Railway 1st 5s, 1949.....	91	92½
Macon Ry. & Lt. 1st Con. 5s, 1953.....	91	92½
Metropolitan 5s (Wash.), 1925.....	108	109½
Norfolk Railway & Light 5s.....	93	93
United Railways 1st 4s, 1949.....	87½	87½
United Railways Income 4s, 1949.....	52½	52½
United Railways Funding 5s.....	79	80½

Miscellaneous Bonds.

Atlanta Gas 1st 5s, 1947.....	100	100
Consolidated Gas 6s, 1910.....	102½	103
Consolidated Gas 5s, 1939.....	106¾	110½
Consolidated Gas 4½.....	93	93½
G. B. S. Brewing 1st 4s.....	45	46
G. B. S. Brewing Income 4s.....	15	16
Mt. Vernon-Woodby Cot. Duck 5s.....	79	79½
United Elec. Lt. & P. 4½s.....	91	92

SOUTHERN COTTON-MILL STOCKS.

Quotations furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending August 24.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	80	82
Alken Mfg. Co. (S. C.).....	82	82
American Spinning Co. (S. C.).....	145	150
Anderson Cotton Mills (S. C.).....	70	70
Arkwright Mills (S. C.).....	110	110
Augusta Factory (Ga.).....	65	70
Avondale Mills (Ala.).....	110	125
Belton Mills (S. C.).....	105	110
Bilb Mfg. Co. (Ga.).....	114	114
Brandon Mills (S. C.).....	125	125
Cabarrus Cotton Mills (N. C.).....	120	120
Chadwick-Hoskins Mills (N. C.) Pfd.....	100	100
Chiquola Mfg. Co. (S. C.).....	125	125
Clifton Mfg. Co. (S. C.).....	102	108
Clifton Mfg. Co. (S. C.) Pfd.....	99½	103
Clinton Cotton Mills (S. C.).....	120	120
Columbus Mfg. Co. (Ga.).....	98	98
Courtenay Mfg. Co. (S. C.).....	97½	97½
Dallas Mfg. Co. (Ala.).....	90	95
Darlington Mfg. Co. (S. C.).....	78	80
Dayton Mills (S. C.).....	100	100
Eagle & Phenix Mills (Ga.).....	125	137½
Easley Cotton Mills (S. C.).....	145	150
Enoree Mfg. Co. (S. C.).....	68	80
Enoree Mfg. Co. (S. C.) Pfd.....	80	100
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	240	240
Gaffney Mfg. Co. (S. C.).....	75	75
Gainesville Cotton Mills (Ga.).....	47	47
Granby Cot. Mills (S. C.) 1st Pfd.....	160	165
Graniteville Mfg. Co. (S. C.).....	90	90
Greenwood Cotton Mills (S. C.).....	118	118
Grendel Mills (S. C.).....	113	113
Henrietta Mills (S. C.).....	160	175
King Mfg. Co., John P. (Ga.).....	97	102
Lancaster Cotton Mills (S. C.).....	110	125
Lancaster Cot. Mills (S. C.) Pfd.....	91	96
Langley Mfg. Co. (S. C.).....	91	96
Laurens Cotton Mills (S. C.).....	148	148
Limestone Mills (S. C.).....	141	141
Lockhart Mills (S. C.).....	85	85
Lockhart Mills (S. C.) Pfd.....	97	97
Loray Mills (N. C.) Pfd.....	90	93
Marlboro Cotton Mills (S. C.).....	90	90
Mayo Mills (N. C.).....	105	105
Mills Mfg. Co. (S. C.).....	105	105
Mills Mfg. Co. (S. C.) Pfd.....	110	110
Monaghan Mills (S. C.).....	113	113
Monarch Cotton Mills (S. C.).....	102	102
Newberry Cotton Mills (S. C.).....	145	145
Norris Cotton Mills (S. C.).....	120	120
Olympia Cotton Mills (S. C.) Pfd.....	80	80
Orangeburg Mfg. Co. (S. C.) Pfd.....	90	98
Orr Cotton Mills (S. C.).....	104	104
Pacolet Mfg. Co. (S. C.).....	150	150
Pacolet Mfg. Co. (S. C.) Pfd.....	97	100
Pelzer Mfg. Co. (S. C.).....	168	168
Piedmont Mfg. Co. (S. C.).....	175	176
Poe Mfg. Co. (S. C.).....	120	124
Raleigh Cotton Mills (N. C.).....	199	199
Richland Cot. Mills (S. C.) 1st Pfd.....	45	45
Ronoke Mills (N. C.).....	175	175
Saxon Mills (S. C.).....	120	125
Sibley Mfg. Co. (Ga.).....	62½	62½
Spartan Mills (S. C.).....	135	145
Springstein Mills (S. C.).....	100	100
Tucapau Mills (S. C.).....	195	195
Trion Mfg. Co. (Ga.).....	140	140
Union-Buffalo Mills (S. C.) 1st Pfd.....	54	59
Victor Mfg. Co. (S. C.).....	120	130
Warren Mfg. Co. (S. C.).....	92	93½
Warren Mfg. Co. (S. C.) Pfd.....	100	100
Washington Mills (Va.).....	25	25
Washington Mills (Va.) Pfd.....	100	110
Whitney Mfg. Co. (S. C.).....	140	140
Williamson Mills (S. C.).....	106	111
Wiscasset Mills (N. C.).....	125	135
Woodruff Cotton Mills (S. C.).....	125	130
Woodside Cotton Mills (S. C.).....	190	194

State Banks in North Carolina.

A condensed statement of the 298 State and savings banks in North Carolina at close of business July 15 shows loans and discounts, \$33,662,351; due from banks and bankers, \$4,961,865; capital stock paid in, \$7,477,625; surplus fund, \$1,501,233; undivided profits, less current expenses and taxes paid, \$1,463,117; deposits subject to check and otherwise, \$29,931,192; due to banks and bankers, \$774,772; trust deposits, \$1,635,553; total resources, \$45,366,556.

New Corporations.

Barnesville, Ga.—The Barnesville Bank, capitalized at \$25,000, has been organized by electing the following direct-

ors: W. A. Prout, president; S. Rumble, vice-president; Emmett Langford, cashier; J. G. Bush and J. M. Anderson. Business is expected to begin September 15.

Blackstone, Va.—The First National Bank of Blackstone has been authorized to begin business; capital \$60,000. H. C. Barrow is president; Henry Stokes and J. A. Sydnor, vice-presidents; S. L. Barrow, cashier, and H. H. Irby and B. T. White, assistant cashiers.

Clifton Forge, Va.—The Citizens' Loan & Trust Co., capital \$10,000 to \$50,000, has been incorporated by F. W. King, president; W. W. Pendleton, vice-president, and G. M. Farrar, all of Clifton Forge.

Cordell, Okla.—The Cordell State Bank has been incorporated with \$25,000 capital; directors, I. C. Thurmond, Oklahoma City; E. K. Thurmond, Sayre; O. H. Thurmond, Erick; A. L. Thurmond, Elk City; J. M. Armfield and R. A. Billups, Cordell.

Farmville, Va.—The People's National Bank, organized with \$25,000 capital, has been authorized to begin business. G. M. Robeson is president and J. L. Bugg, cashier.

Florence, S. C.—The People's Bank, capital \$100,000, is reported to have begun business. The directors are Joseph W. McCown, president; S. Harry Sanders, first vice-president; Dr. B. G. Gregg, second vice-president; J. F. Stackley, A. C. Jepson, J. B. McBride, W. H. Wells, F. P. Covington, B. Rutledge of Florence; W. W. Purvis of Lucile, G. J. Steele of Urum, W. A. Coleman of Hyman, E. Cain Cottingham and J. W. Parker of Ebenezer, and T. A. Clarke of Back Swamp. Julius C. Rogers is cashier.

Foss, Okla.—The First State Bank, capital \$15,000, has been incorporated with the following directors: E. K. and A. L. Thurmond, F. E. Herring, Elk City; J. Paul Jones, Foss.

Jefferson City, Mo.—The International Life Insurance Co., capital \$250,000, all subscribed, has been granted a charter. The incorporators are Jacob L. Babler, Hugh E. Wagner, Richard Bartholdt, Lon V. Stephens, Thomas K. Niedringhaus, all of St. Louis; Harry M. Rubey, Macon; Walter S. Dickey, Kansas City; W. H. Garanto, New Madrid; W. E. Allen, Eldorado Springs, Mo., and Earl T. Jones of East St. Louis, Ill.

Little Rock, Ark.—The R. D. Duncan Investment Co. has filed articles of incorporation; capital \$50,000. The officers are R. D. Duncan, president; C. M. Duncan, vice-president, and C. F. Taylor, secretary-treasurer.

McComb City, Miss.—The Mechanics' National Bank has been approved; capital \$50,000. The organizers are W. W. Lake, McComb, Miss.; Jaff D. Harrell, W. M. Mixon, A. O. Nelson and Thad. B. Lampton.

Newport, Ark.—The Farmers' National Bank has been approved; capital \$50,000. The organizers are Wm. N. Dunaway, Newport; Gustave Jones, S. Heinemann, J. R. Holden and C. West.

Osgood, Mo.—The Osgood Banking Co., capital \$20,000, is reported to have been granted articles of incorporation.

Rocheport, Mo.—The People's Bank is reported incorporated with \$15,000 capital.

St. Louis, Mo.—The Commonwealth National Bank, capital \$2,000,000, has been approved. The organizers are Tom Randolph, Thomas W. Crouch, Elias Michael, Edward Hidden, Albert R. Edwards and J. M. Woods.

Waynesboro, Va.—A new bank is being organized with \$25,000 capital. It is stated that nearly all the capital has been subscribed, and that S. W. Thomson of Culpeper will be cashier.

New Securities.

Anniston, Ala.—The \$2500 of fire hall and \$4500 of school bonds to be voted on September 21 will be 10-year 5 per cents. J. M. Ledbetter is clerk.

Austin, Texas.—The commissioners of Travis county have authorized the issuing of \$350,000 of road and bridge bonds voted at a recent election.

Baltimore, Md.—In addition to the sale of \$177,000 of the \$1,000,000 sewerage loan at 3½ per cent. offered August 17, \$22,000 have been sold over the counter at 93 and interest, and the commissioners of finance have decided not to accept a lower figure for the remaining stock.

Berlin, Md.—An issue of 4½ per cent. 20-year water-works bonds is reported voted.

Bonham, Texas.—The State school fund has purchased at par and interest the \$1900 of 4 per cent. Fannin county courthouse bonds recently registered.

Birmingham, Ala.—The bond election September 21 is for \$350,000 of 5 per cent. 30-year school-building bonds. Geo. B. Ward is Mayor.

Branchville, S. C.—Bids are being received by G. W. Reeves for \$3000 of 5 per cent. 20-year school bonds of Branchville school district No. 18.

Canadian, Texas.—It is now stated that H. N. Swain of Dallas purchased the \$35,000 of 5 per cent. 5-40-year Hemphill county courthouse bonds. A previous report stated that the State Board of Education bought them.

Carthage, Mo.—W. F. Haughwaut is offering at par, private sale, \$220,000 of 5 per cent. 20-year city bonds.

Chickasha, Okla.—The \$90,000 of school bonds voted last spring and later reported purchased by the Harris Trust and Savings Bank of Chicago have been declared void by the bond attorney.

Christiansburg, Va.—The city has voted \$25,000 of water-works bonds.

Clarksville, Ga.—Bids will be received until noon September 15 for \$5000 of 5 per cent. 20-year street-improvement bonds. Address Pope B. Erwin, Mayor.

Covington, Ga.—On September 19 an election is to be held to vote on \$60,000 of water-works bonds.

Dallas, Texas.—The Gaston National Bank of Dallas has been awarded the remaining \$428,000 of the \$500,000 of 4 per cent. water-works improvement bonds issued in 1907.

Dayton, Ky.—Chas. A. Bird, City Clerk, will receive bids until 8 P. M. September 7 for \$28,000 of 4 per cent. 1-10-year sewer bonds.

Decatur, Ala.—The city has issued \$58,000 of bonds to refund \$50,000 worth issued 20 years ago, and to pay all interest due.

East Lake, Birmingham, Ala.—An ordinance has been passed by the Mayor and City Council providing for the issue of \$15,000 of 5 per cent. 20-year school-building bonds. W. J. Martin is Mayor, and G. G. Hudson clerk.

Excelsior Springs, Mo.—The Mercantile Trust Co. of St. Louis was awarded at a premium of \$201.60 the \$5500 of 5 per cent. 10-20-year bridge and restroom bonds.

Fairview, Okla.—C. E. Dunham, Town Clerk, will receive bids until 8 P. M. August 31 for \$15,000 of 6 per cent. 25-year electric-light bonds.

Fayetteville, N. C.—All bids received August 18 for the \$100,000 of 5 per cent. 30-year paving bonds were rejected, and the bonds are now being offered at 102.

Fitzgerald, Ga.—Woodring, McNair & Moore of Chicago have purchased at a premium of \$2600 the \$75,000 of 5 per cent. Ben Hill county bonds, \$50,000 being for courthouse, \$15,000 for jail and \$10,000 for roads.

Fort Smith, Ark.—The MANUFACTURERS' RECORD is officially informed that \$200,000 of the \$750,000 of 5 per cent. paving bonds were purchased by Thomas J. Bolger Company of Illinois; also that the sewer district sold to the same company \$450,000 of 5 per cent. bonds. There remains \$100,000 of sewer bonds yet to be sold.

Galveston, Texas.—Bids will be received until noon September 30 for \$100,000 of 4½ per cent. 20-40-year grading, filling and drainage bonds. H. A. Landes is Mayor.

Georgetown, Texas.—The Commissioners' Court of Williamson county has cancelled the election ordered at the May term to be held in September to vote on \$500,000 of road bonds.

Gilman City, Mo.—The W. R. Compton Bond & Mortgage Co. of St. Louis is reported to have purchased at par \$3000 of 5 per cent. 5-20-year school district bonds.

Graham, N. C.—A letter to the MANUFACTURERS' RECORD confirms the report that Alamance county has voted road bonds.

Greensboro, Ga.—The grand jury of Greene county has recommended that an election be held in October to vote on \$50,000 of bonds for steel bridges and purchasing road machinery.

Gulfport, Miss.—The question of issuing \$50,000 of road bonds is reported under consideration by the City Council.

Guthrie, Okla.—Reports state that Speer & Dow, brokers, of Fort Smith, Ark., are purchasing Oklahoma bonds, among the sales being Calvin, Hughes county, \$10,000; Stuart, Hughes county, \$10,000; Seminole, \$10,000; Sasakwa, \$10,000; Ochelata, Washington county, \$20,000; Pryor Creek, Mayes county, \$25,000.

Georgetown, Texas.—The County Commissioners' Court has cancelled the order made in May for an election September 5 to vote on \$500,000 of 4 per cent. Williamson county road bonds.

Hereford, Texas.—The \$18,000 of 5 per cent. 20-40-year water and sewer bonds approved last July were purchased August 4 by the State.

Houma, La.—Bids will be received by Albert R. Vignerie, president board school directors, until noon September 19 for \$27,000 of 5 per cent. 5¼-year average buildings bonds of Terrebonne par'sh school district No. 3.

Iuka, Miss.—Reports state that \$15,000 of school and \$2500 of water 6 per cent. 20-year bonds have been awarded to John Nuven & Co. of Chicago.

Jefferson, Texas.—The sale of \$50,000 of Jefferson county drainage bonds has been authorized by the Board of County Commissioners.

Joplin, Mo.—A special election is to be held to vote on \$200,000 of improvement bonds.

Lakeland, Fla.—The election held August 17 for the purpose of voting on \$40,000 of water, light and street bonds failed to carry.

Laurel, Md.—Bids will be received by James G. Boss, Jr., Town Recorder, until 3 P. M. September 5 for \$15,000 of 5 per cent. electric-light bonds.

Little Rock, Ark.—Negotiations are reported being made with Chicago parties for the sale of \$60,000 of levee bonds authorized by the last Legislature.

Maryville, Mo.—The election August 18 to vote on \$75,000 of Nodaway county bridge bonds was defeated.

McMinnville, Tenn.—The Warren County Court has authorized the issuing of \$32,000 of 6 per cent. 1-8-year funding bonds.

Montgomery, Ala.—On September 1 an

[For Additional Financial News, See Page 65.]

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election is to be held to vote on \$250,000 of bonds, \$140,000 being for schools, \$25,000 for water-works, \$10,000 for city wharf and warehouse, \$25,000 for sanitary sewerage and \$50,000 for a city hospital. John J. Farley is City Clerk.

Mooreville, N. C.—On September 22 an election is to be held to vote on \$25,000 of street and water bonds.

Nashville, Tenn.—Weil, Roth & Co. of Cincinnati have purchased at \$1425 and accrued interest the \$50,000 of 4 per cent. 20-year sidewalk improvement bonds.

Nashville, Tenn.—A. B. Leach & Co. of Chicago have purchased at par and interest \$200,000 of water-main-extension bonds.

Newport, Ky.—Application is to be made to the City Council by the Water Commissioners asking that an election be called to vote on \$100,000 of water improvement bonds.

Paris, Tenn.—The city is reported to have sold \$40,000 of 5 per cent. 30-year water, light and street bonds.

Poplarville, Miss.—The \$10,000 of 6 per cent. 20-year additional water-works and electric-light bonds recently voted have been sold to John Nuveen & Co. of Chicago.

Pryor Creek, Okla.—Business men are urging the Mayor and City Council to call an election to vote on \$75,000 of water-system bonds.

Rusk, Texas.—The remaining \$22,500 of the \$150,000 of bonds in aid of the State Railroad, building from Rusk to Palestine, have been registered and taken over by the permanent school fund.

San Marcos, Texas.—The Commissioners' Court of Hays county has sold to the State Bank & Trust Co. of San Marcos at a 2 per cent. premium \$38,000 of 10-40-year courthouse bonds.

Shepherdsville, Ky.—Reports state that \$50,000 of Bullitt county road bonds were purchased at par by the Union Savings Bank & Trust Co. of Cincinnati. J. H. Combs is the County Commissioner.

Southport, N. C.—On September 21 an election will be held to vote on \$5000 of street and paving bonds.

Spartanburg, S. C.—Bids will be received by J. T. Hudson, City Clerk and Treasurer, until September 28 for \$230,000 of 4 per cent. 20-40-year water-works bonds.

Sylvester, Ga.—Bids will be received until September 15 by J. L. Tipton, City Clerk, for \$20,000 of water-works and \$10,000 of electric-light 5 per cent. 30-year bonds.

Tampa, Fla.—F. L. Wing, Mayor, writes the MANUFACTURERS' RECORD denying the report that an election will be held in October to vote on \$600,000 of bonds for construction of water-works, etc.

Tulia, Texas.—Swisher county has voted \$60,000 of 4½ per cent. 15-40-year courthouse bonds.

Tuscaloosa, Ala.—Field, Longstreth & Co. of Cincinnati were awarded \$75,000 of 5 per cent. 30-year water-works bonds at a premium of \$1150.

Tuscumbia, Ala.—Courthouse warrants amounting to \$25,000 are being offered for sale by Colbert county. Oscar G. Simpson is judge of probate.

Union, Mo.—Bids will be received until 8 P. M. August 20 by A. H. Steinbeck, secretary of school district No. 1, for \$5000 of 5 per cent. 20-year school bonds.

Union Point, Ga.—The Superior Court has validated \$10,000 of school bonds.

Vernon, Texas.—The city will vote September 10 on \$46,500 of water-works, sewerage, school and City Hall bonds.

Wesson, Miss.—Reports state that an election is to be held to decide the question of issuing bonds for schools.

West Covington, Ky.—On August 12 the Western German Bank of Cincinnati, Ohio, was awarded at \$92.60 premium the \$8600 of 5 per cent. 10-30-year street-improvement bonds.

Yazoo City, Miss.—The city has sold at a premium \$50,000 of municipal bonds.

A. C. Sexton, receiver, care McDaniel, Alston & Black, Equitable Building, Atlanta, Ga., is offering for sale a number of State and municipal bonds, bids for same to be received until 5 P. M. September 3. Further particulars will be found in the advertising columns.

Financial Notes.

The Bank of Lincoln at Lincoln, Ark., will, it is reported, increase its capital to \$40,000.

It is reported that the State Bank of Miami, Okla., has increased its capital from \$20,000 to \$30,000.

The Teutonia Insurance Co. is reported to have absorbed the Germania Insurance Co., both at New Orleans, La.

The Bank of Bramwell at Bramwell, W. Va., is reported to have increased its capital from \$200,000 to \$300,000.

The Repton State Bank of Repton, Ala., has filed notice with the Secretary of State increasing its capital from \$25,000 to \$40,000.

The thirty-fourth annual convention of the American Bankers' Association is to be held at Denver, Col., September 28 to October 2.

The Enid National Bank at Enid, Okla., is reported to have liquidated, surrendered its national charter and reorganized as a State institution.

The capital of the First National Bank of Bluefield, W. Va., is reported to have been increased from \$100,000 to \$250,000. It is also reported that the State Bank has been absorbed by the First National.

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City of Birmingham, Ala., "Public Improvement Loan".	1909	6	S	\$17,000
City of Birmingham, Ala., "Sanitary Bonds".	1917	6	S	8,000
City of Montgomery, Ala., "Sanitary Sewerage Extension Bonds".	1944	....	4½	S	8,000
City of Atlanta, Ga., "Redemption Bonds".	1933	....	4	S	6,000
City of Atlanta, Ga., "Water and Light Bonds" (West End, Ga.).	1910	....	5	S	5,000
City of Dawson, Ga., "Water-Works Bonds".	1932	....	5	A	1,000
City of Dawson, Ga., "Water-Works Bonds".	1937	....	5	A	1,500
City of Dawson, Ga., "Water-Works Bonds".	1934	....	5	A	1,500
City of Dawson, Ga., "Water-Works Bonds".	1935	....	5	A	1,500
City of Savannah, Ga., "Refunding Bonds".	1909	....	5	Q	10,000
City of Tampa, Fla., "Municipal Improvement Bonds".	1921	....	6	S	4,000
City of Tampa, Fla., "Refunding Bonds".	1929	....	5	S	10,000
State of Mississippi, "Series C. Coupon Bonds".	1934	1914	3½	S	20,000
City of New Orleans, La., "Public Improvement Bonds".	1950	1942	4	S	20,000
City of Houston, Texas, "Sewerage and Sanitary System Bonds".	1939	....	5	S	10,000
City of Louisville, Ky., "Refunding Gold Bonds".	1941	....	3½	S	10,000
City of Memphis, Tenn., "Water Bonds".	1932	....	4	S	10,000
City of Nashville, Tenn., "Trunk Sewerage Bonds".	1923	....	4½	S	10,000
City of Chicago, Ill., "Permanent Improvement Bonds".	1921	....	4	S	13,000

Total Bonds.....\$166,500

Bids for all or any part of above bonds, Atlanta delivery, will be received by me at the address below, in Atlanta, up to 5 o'clock P. M. on Thursday, September 3, 1908. All bids must be in writing, sealed, and marked "Bond Account" and addressed to the Receiver. All bids are subject to the approval of the court, and the right is reserved to reject any or all bids. Bids will be opened at 10 o'clock A. M. on Friday, September 4, 1908, and submitted to the court for further action thereon.

For detailed description of above Bonds address A. C. Sexton, Receiver, care McDaniel, Alston & Black, Equitable Building, Atlanta, Ga.

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